

COMPREHENSIVE COVERAGE OF **THE BUS PRESERVATION SCENE**

# Bus & Coach PRESERVATION



## TWO RETURNS TO WARRINGTON

RARE BUSES RETURN TO TOWN'S STREETS



TOURING 1950s LONDON



LONDON BUSES IN NOTTS



TOPS ON IN SHEFFIELD

**PLUS:** all the latest news and regular features galore!



Vol 22 No 4 SEPTEMBER 2019 £4.80

## DARWEN DELIGHTS

Darwen has always been closely related to Blackburn. In transport terms the two authorities commenced work on electrifying the steam tramway between Darwen and Blackburn in February 1900.

On 19 September 1926 motorbus services began using four Leyland Lionesses. Two more were purchased in 1927 to supplement the Hoddesden tram service, with a further pair arriving in 1928 to inaugurate an express service to Blackburn Railway Station from Whitehall. In the event the Lionesses were found unsuitable and in 1930 two Leyland Lion LT2 models were purchased for this route.

**MAIN PICTURE:** These three views were captured on 7 February 1974, the photographer anxious to use the bright sunny day as a last opportunity to record here, No 43 (PTF 409G), an East Lancs-bodied Leyland PD2A/47, which was one of three to enter service in April 1969. It saw later service in the North East, firstly with contract provider Moordale-Curtis and then as a trainer with Northumbria.

Pictures: PRESBUS ARCHIVE

No further purchases of motorbuses took place until the expansion of services six years later. In 1936 two new English Electric streamlined trams were delivered, the final tramways purchase. The following year the Hoddesden route was abandoned and turned over to motorbuses. By 1945 the fleet was down to seven cars, and on 5 October 1946 car No 3 made the final journey.

Rapid expansion of the bus fleet naturally followed. During 1949, an expansion of services called for more buses and, due to Leyland's inability to supply these, the Corporation turned to Crossley for eight DD42/7s.

The purchase of large numbers of vehicles at one time presented problems when certificates of fitness fell due at similar times, so to combat this the council adopted a policy of vehicle replacement in small numbers. Two Leyland PD2s with Leyland Farrington all-metal bodies were purchased in 1952 with a further pair delivered in 1954 – Leyland's last Farrington bodies.

Darwen ordered three Leyland PD2s in 1955 with 'tin fronts' as opposed to the traditional open-radiator style. Two had conventional open-

platform bodies by Crossley, the other an East Lancs body with rear platform doors. No further open-platform vehicles would be ordered.

In 1957 the Corporation purchased an AEC Regent V, supplied and badged as a Crossley, with East Lancs body – the only such vehicle built. In the same year two Crossley-badged AEC Reliances arrived, followed in 1958 by another identical vehicle. 1958 also saw the purchase of three further PD2s, again with 'tin fronts' and East Lancs bodies with platform doors.

In May 1964 the first forward-entrance double-deck vehicles were purchased — Leyland PD3s with 'St. Helens' fibreglass fronts. Three further identical vehicles were added in 1965. Three Leyland PD2s with 'St. Helens' fronts and forward entrances were placed in service during 1966. These were followed over the next three years by nine identical vehicles, the last three being the final PD2s built for UK use. A change in policy to

provide one-man operation on most routes lead to the purchase, in 1971, of two high capacity single-deck vehicles. These were Leyland-engined Bristol RESLs with East Lancs bodies. Three more were purchased in 1973 in a reversed livery with cream as the dominant colour. Three further vehicles were ordered but subsequently cancelled, since the delivery date was after the 1974 local government boundary changes, when the Darwen fleet was merged with that of Blackburn, ending over 75 years of municipal operations by Darwen Corporation. A sad loss of an individualistic municipal.





In common with other North West municipals, Darwen favoured the East Lancs-bodied Bristol RESL to meet its single-deck needs. No 5 (RTB 807M) was new in 1973.



The road dirt strangely enhances these three views! Here 1964 East Lancs-bodied Leyland PD3A/I No 27 (FTD 249B) threads the town Centre.



## NEWS PLUS

The latest news from the world of bus preservation and beyond.

## TWO RETURNS TO WARRINGTON

Two unusual buses return to the streets of Warrington.

## RETURN JOURNEY: WARRINGTON

Warrington continues to operate today having expanded and contracted and looks set to continue as an example of 'arm's-length' municipal pride. We look back.

## TROLLEY TIMES: ÚSTÍ NAD LABEM

In 1999, a major international bus rally was held in the northern Czech town of Usti nad Labem. The trolleys have now gone, their legacy lingering on in the many modern systems of both Eastern and Western Europe.

## ON THE ROAD

We take a look at several recent running days and some of our older buses still earning their keep. DAVID JUKES reports.

## PRIVATE HIRE RF REVIVED

Former London Transport RF19 (LUC 219), a 1951 Metro-Cammell-bodied AEC Regal IV, is the latest restoration to emerge from the London Bus Museum's workshop, as DAVID JUKES reports.

## LONDON TO NOTTINGHAM

A Nottingham operator celebrating its tenth anniversary now runs the largest and most diverse range of former London Transport vehicles outside the capital. NICK LARKIN reports.

## TAVISTOCK RUNNING DAY

The Tavistock Mini-Running Day, held on Sunday 14 July, was one of several events held in the West of England, organised by the Thames Valley & Great Western Omnibus Trust. Pictures by RICHARD STUBBINGS.

## LLANGOLLEN RALLY

This event, held over the weekend of 6/7 July, but not previously visited by us, proved to be very enjoyable day out. PHILIP LAMB reports.

## FEATHERWEIGHT REGENT

To celebrate the Devon General Centenary, ASHLEY BLACKMAN focuses on DR705 (ETT 995), an AEC 'Light Six', in this latest article in the survivor series.

## COACHING CLASSICS: GREY CARS

During the period of our principal recollections, Devon General's coaching arm has operated under the Grey Cars banner.

## A 'TOP' RESTORATION

Having spending over 30 years as an open-topper, former Sheffield Transport Leyland Atlantean No 287 (SWB 287L) has been restored to its original closed-top condition. SIMON GILL explains what was entailed.

## AFTER THEY WERE FAMOUS: HALF-CAB ASSORTMENT

Roles for non-PSVs continue to diminish, and they are getting harder to track down. These views, captured in the 1970s and 1980s, were a little easier to find. Pictures: PRESBUS ARCHIVE

## THE MODEL PAGE

Before the PTEs. NIGEL APPLEFORD examines models from the Walsall, West Bromwich, Wolverhampton and Coventry fleets.

## OFF ROUTE

Salford memories, Stevenage on a postcard and some depot discussions are among NICK LARKIN's topics this month.

## BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

**COVER:** Warrington Foden PVD6 122 (OED 217) poses at the newly restored civic gates, but what is the bus behind? Find out on page 10. PHILIP LAMB

6

10

17

20

22

26

30

35

37

40

44

46

50

52

56

61/1

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JB-25 METROPOLITAN FELTHAM TRAM  
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JE-28 SCANIA VABIS D 11

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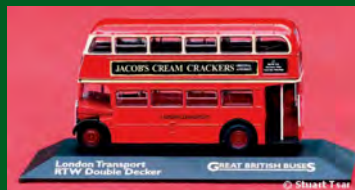
76DC-002 GREY CARS DUPE COMMANDER £15

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Aug 17/18th Lathalmond Bus  
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Aug 25/26th Transport  
Museum Wythall  
Sep 8 Birmingham Bus Bash  
Moseley Rugby Club  
(Billesley Common)

Sep 22 Swansea Bus Museum  
Sep 29 Showbus  
Oct 6 Transport Museum  
Wythall  
20 Oct Brooklands Transport  
Museum  
27 Oct Transport Museum  
Wythall (Saturday)  
Twilight Event  
Dec 7/8th Manchester Transport  
Museum

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# NO ENTRY!

EDITORIAL

Have you ever been tempted to take a sneaky peek behind the curtain? Or maybe surreptitiously lift the lid of the box? To be honest there usually isn't much to see, it can be as disappointing, or even as fateful as thundering the wrong way down a one-way street hoping that no-one comes up it the wrong way. Imagine being a house guest and poking around in another bedroom when no-one is looking. At the office there's a tantalizing file that maybe contains personal or secret information you would just love to get your hands on.

I suppose we've all been in one or other of these situations. Most of us I'm sure manage to resist the temptations, but as always a tiny minority don't. Which brings us to the point.

Now we thought this problem had gone away, but unfortunately we have been mistaken. It has reared its ugly head on the back of another unfortunate occurrence, where folk who would prefer to be left alone in these situations have been bombarded with telephone calls and emails, which in the event were all to no avail as the matter in question was being handled by a third party and the information they required was made available in the fullness of time.

Anyway we digress slightly. Interested parties were invited to an auction of buses in the open at a site in Yorkshire. The buses had been taken there for the auction; it had not previously been their home.

There were, however, buses on the site that do live there permanently, tucked away in a number of sheds. Buses restored, unrestored and those nearing completion that their owners were preparing to surprise us with when they are completed. Don't think da Vinci invited anyone round to see the Mona Lisa before it was finished, but we may be mistaken.

At the end of the auction, those present were asked to leave the site, but not all did. Some tried to gain access to those parts which were not available on the day. Asked to leave again, it did not take long before another appearance. Even a third attempt to gain access was made, before a representative of Dewsbury Bus Museum, which maintains a shed on the site was forced to be firmer than he would have liked.

Now no harm came of all this, but it was a serious breach of security which might have led to more serious issues. Security of our sites is paramount for reasons you are already aware, so if you are not permitted, please stay out!

PHILIP LAMB



Picture: DAVID JUKES

## Premier Travel Reunion

Cambridge-based travel agency Premier Travel, a descendent of the original bus and coach operating company, is holding a reunion of its former employees later this year. Premier Travel Director Paul Waters said: 'We are very keen to trace our heritage roots and will be delighted to hear from anyone who can remember interesting pieces of information, or has any photos from back then.'

Premier's bus services ran between Cambridge and surrounding villages between 1936 and 1987, while its coach services served many coastal resorts including Clacton and Great Yarmouth.

Paul Waters may be contacted at [busreunion@premiertravel.co.uk](mailto:busreunion@premiertravel.co.uk) or on 01954 770445.

Report: JOHN WAKEFIELD

Picture: JW COLLECTION



## Bedford returns

A 1980 Bedford YMT/Plaxton Supreme IV new to Clarke's of London registered KBH 856V has been acquired by York Pullman from Zarb Coaches of Iklia, Malta. Tom James of York Pullman says: 'It was a gift from Zarb Coaches. They purchased several vehicles from us this year and this vehicle was given as a token of their appreciation.'

'We have the original Maltese registration document and believe the coach has been in Malta since 1986 under the same ownership, registered KCY 864.'

The Bedford was owned on Malta by Welcome Garage and was withdrawn in early-2016. Welcome Garage was divided in 2018 and its four partners then traded independently – KCY 864 passing to Zarb.

The coach is expected to be re-registered in the UK before joining York Pullman's heritage fleet.

Report: JOHN WAKEFIELD

Picture: PAUL RICHMOND



## Duple Commander lands

Oxford Diecast's long-awaited Duple Commander coach model in 4mm 1:76 scale has now arrived in the shops. Its first livery is Southdown Motor Services (Ref: 76DC001), and initial impressions are good. The front windscreen panels look a little flat and should rake back

more, and the roof profile is also rather flat – its ventilators also appear, at least on this example, to have been fitted back to front. The second release of this casting (Grey Cars, 76DC002) is also on its way to stockists. RRP is £19.95.

Picture: NIGEL APPLEFORD



## OK Tiger shuttle

LFT 5X, the former OK Motor Services Plaxton Supreme-bodied Leyland Tiger of Cambridge Classic Coach Hire, was contracted to provide a shuttle service from Queen's Road, Cambridge, to the National Trust's Wimpole Hall on Saturday 22 June, operating eight return journeys over 13 hours.

The coach performed faultlessly and received praise from its passengers. It was also much-admired by other drivers at the Queen's Road coach drop-off.

Report: JOHN WAKEFIELD

Picture: RICHARD HAUGHEY



## 1st Sussex Summer Bus Show

The 1st Sussex Summer Bus Show will be held on **Saturday 17 August** at the Weald & Downland Living Museum, Singleton, West Sussex, as part of the Museum's 'Saddles to Steam' weekend.

This is the first bus rally to be held at

the Museum, which has plenty to interest the whole family and is located close to the A286 and bus stops served by Stagecoach South route 60 (Chichester to Midhurst).

Please visit [www.wealddown.co.uk](http://www.wealddown.co.uk) for more details.

# Epping Ongar Railway 'London 60s scene' event

The Epping Ongar Railway's 'London 60s Scene' event will be held on **Sunday 8 September** at North Weald. The Railway is heading back to the 1960s, when fares were in shillings and pence and the test card was the most seen item on TV. The event organisers are also trying to provide a few surprises – an RT that just missed the Barking event is on the cards.

The Railway's vintage bus service 339 will be running between Epping and Shenfield stations to a standard timetable, with duplicates as required between Epping and North Weald. Feeder buses will also run from Chingford and Harlow Town stations.

Other local services will be run and, following the success of the last event's photographers' bus, some vehicles will be taken to remote locations for photographic purposes.

A Railway spokesperson advised: 'If you want to be in on the action, it will pay to buy a bus rover ticket. These can be bought on the day on the first bus you board. Our helpful conductors will have all the information you need, please just ask.'

The North Weald station site will be closed to cars on the day to enable the display of extra buses; it will also host a 'Pop-up Shop' selling new and second-hand EFE

London bus models – so do bring your 'wants' list. Also on sale there and at the Gift Shop will be London-themed new and second-hand books, DVDs and other bus-related merchandise.

As a taster, here is a mystery bus being worked on for the event which you may

remember seeing in *B&CP* looking a bit jaded. It is currently in the workshops being overhauled after being off the road for some years.

Look out for event updates at: [www.eorailway.co.uk/events/london-60s-scene---bus-event/](http://www.eorailway.co.uk/events/london-60s-scene---bus-event/)



# Isle of Wight Bus coastal service anniversary

Friday 12 July 2019 was the exact 85th anniversary of Southern Vectis's first operation of a coastal service from Ryde to Alum Bay. The occasion was marked by the Isle of Wight Bus & Coach Museum's route recreation for invited guests using Derek Priddle's Museum-based former Southern Vectis 1934 Harrington-bodied

Dennis Ace 405 (DL 9015), one of six bought to operate the service from new.

The Ace was duplicated by the Museum's former Southern Vectis open-top Bristol K5G 908 (YWG 109 – originally FLJ 538), organiser Richard Newman ensuring both buses followed the original 1934 route, as more recent road network changes

allowed, via Brading, Sandown, Shanklin, Ventnor, Whitwell, Niton, Blackgang, Brook, Freshwater and Totland.

The picture shows the two buses pausing at Brading on the outward journey – look out for further pictures in the next issue. Report and picture: NIGEL APPLEFORD



## 1880 Stagecoach rides again

'Civility', a stagecoach built around 1880, was harnessed to two horses for the first time in 84 years on 7 July. Steve and Sam, the proprietors of Isle of Wight-based Windmill Carriages, kindly brought two fine Friesian horses – Thomas and Kane – to the Isle of Wight Bus & Coach Museum at Ryde and took the coach for a run around the Museum's car park on what unfortunately turned out to be a wet morning. Spirits were not dampened and a good turnout of Museum visitors and members witnessed the scene.

The stagecoach was built by the carriage works of Richard Bird Cheverton in Newport, Isle of Wight, for Vanner & Co of Ryde, which operated it on the Island until around the outbreak of the First World War. Named 'Civility', it ran a regular service between Ryde and Newport using four horses, with a fresh change at the Sloop Inn, Wootton, in each direction.

It also undertook three-day tours around the Island, being stored in the Vanner family's garage at Ryde upon the introduction of motor vehicles; 'Civility' was last used with horses at the 1935 Ryde Carnival. Ownership passed to Audrey Russell of Stenbury Manor in 1986, an avid collector whose entire collection was left to English Heritage on her 2014 passing.

'Civility' was moved to Osborne House for storage, pending a decision on its future. English Heritage arranged to pass it to the Isle of Wight Bus & Coach Museum in late-2016, which immediately placed it on display.

Some careful restoration work was carried out over the winter of 2018/2019 and it received a repaint and a full set of refurbished wheels. The Museum acquired two life-sized model horses from the Newport Carnival Club in order to display the stagecoach as it would have looked in service. Report and picture: TERRY JONES



## Ex-Southdown Motor Services Tiger Cub repatriated

Former Southdown Motor Services 637 (MUF 637), a 1954 Nudd Bros & Lockyer-bodied Leyland Tiger Cub PSUC/I, was repatriated to East Sussex from the Irish Republic on 28-30 June. Enthusiast Paul Green stumbled across 637 in 2005 during a rambling holiday in the Republic and it was later offered to him – its owner was sadly killed in an industrial accident and the bus left to his son, with whom Paul had kept in touch.

The Tiger Cub has been acquired by David Mulpeter, being towed to Rosslare, loaded onto the *Stena Nordica*, and then transported by low-loader from Fishguard to Seaford & District's Ringmer premises.

No 637 is reportedly a runner and in a very complete state – including its interior – and is a very significant addition to the ranks of preserved Southdown vehicles.



## Crowborough commemoration

The 40th anniversary of Crowborough Depot's closure by Southdown Motor Services on 17 May 1980 will be commemorated by a special event on **Saturday 6 May 2020**. It is anticipated two former Southdown vehicles, including Leyland National 34 (PCD 80R) – the very last public service vehicle to enter the depot before its closure, will operate over the 119/129/139/149 group of services that Southdown operated from this depot between January 1977 and May 1980.

More details will be announced at: [www.southdownnational.com](http://www.southdownnational.com).



## Buses shine at Hoddesdon Heritage Day

Saturday 11 May saw the return of the popular Hoddesdon heritage day which included free vintage bus tours around the borough. The event was organised by the 'Love Hoddesdon' Events and Promotions Team and involved free vintage bus trips running from outside the Hoddesdon library. Services also ran to Cheshunt and to the north of Hoddesdon; due to demand two extra runs were required.

A number of vintage vehicles including buses, coaches, lorries and fire engines were also displayed at Hoddesdon's Clock Tower.

The Heritage Day formed part of Broxbourne Council's May Fair where families could enjoy a range of activities from funfair rides, face painting and arts and crafts, to craft and charity stalls.

Report: NICK LARKIN

Picture: STEPHEN HARRIS



## Cedes-Stoll trolleybus launched

The Trolleybus Museum at Sandtoft's replica of a 1911 Cedes-Stoll trolleybus with EH Bayley bodywork made its public debut on 29 June when officially launched by Leon Daniels OBE, Chairman of the London Bus Museum and formerly Transport for London's Managing Director, Surface Transport.

The vehicle was set up as the prototype appeared in West Ham on 25 – 27 September 1912 when demonstrated to the Municipal Tramways Association's conference. A Movietone newsreel of it in Greengate Street shows it without windows, an aspect recreated at Sandtoft.

Sunday 30 June saw the Cedes set up to replicate the prototype's appearance when used for the official inspection of Keighley's first trackless route on 24 April 1913, with windows restored and a cowl placed on the front.

Keighley's routes each had a single set of wires which required passing drivers to unplug and exchange their

trollers. The Council employed a young lad on a horse to fetch and return a wayward troller as the town's hilly terrain meant if one was let go, it could travel up to a mile-and-a-half downhill.

Sandtoft's topography does not compare with Keighley's, but somehow the replica's troller broke loose and ran away! A Museum's volunteer may have

been running ahead of it, but there also just happened to be a horse and rider in the vicinity to return the troller.

The original Cedes carried the General Identification Mark A8DC as an early form of trade plate. No other plates were carried until about 1921 when Keighley No 0 was renumbered 50

and believed to be registered WR 8164.

An area is cleared at Sandtoft for a new Cedes Museum to house the replica, while funds are being raised for a new road with powered overhead; the first new Cedes-Stoll installation since 1921.

Report and picture: DAVE CHICK





# TWO RETURNS TO WARRINGTON

*Leyland Panther Cub, No 92 joins Foden PVD6 No 112 on a nostalgic tour of Warrington. PHILIP LAMB reports.*

As a manufacturer of bus and coach chassis, Foden benefitted more than anything else from the postwar shortage. Its PV chassis was suitable for either single or double-deck use, its most prolific form being as coach with a handful of saloons. Less than 60 were bodied as double-deckers with four municipals — Merthyr Tydfil, Derby, Chester and Warrington — all taking some, whilst the remainder passed to independents, the most notable of which being Lancashire United.

## **SANDBACH FACTORY**

With Foden's factory being in Sandbach, Cheshire, two of the municipals could be perceived to be supporting local industry, the same able to be said about a smattering of independents from North Cheshire and along the North Wales coast.

Foden was amongst the first operators to use a 'tin front', its massive built up bonnet and fan-like grille being easily recognisable. Bodywork was as varied as the operators themselves.

Warrington had the largest fleet of PVD6 double-deckers, a total of 15, including the first and last ones built! The first was a prototype demonstrator

with Foden's FD6 two-stroke engine and Willowbrook body, but Warrington acquired the chassis in 1948 with a Gardner 6LW engine and had it rebodied with an MCCW body taken from a prewar Crossley. This was re-registered EED 15 and lasted until 1962. The body had to have a canopy extension above the cab as the Foden chassis was longer than the original Crossley, a strangely old-fashioned contrast with the modern rounded bonnet assembly of the Foden. Another with a prewar body came in 1949.

Five more PVD6s followed in 1949, with East Lancs bodywork. Three with Crossley bodies were delivered in 1954, with No 102 being displayed at that



Main picture: **The two 'returns' pose outside the newly restored Warrington Town Hall Gates.** PHILIP LAMB

year's Commercial Motor Show. This bus survives, and has been undergoing restoration by Steve Byrne in Shropshire, and was mentioned in a recent issue of this magazine. The last batch of five PVD6s, 108-12 (OED 213-7) with East Lancs bodies, was delivered in 1956. These lasted until 1972.

### FODEN MEMORIES

Present owner of Warrington 112, Clive Arnold: 'I remember waiting for the bus home from school, and the expected Daimler Fleetline turned out to be a Foden as a changeover, and this was my last ride on one of them in service. With its leather seats, wooden cappings to the



Above: **Warrington No 92 (KED 546F)** is seen in its early service days.



Left: **No 92 following withdrawal and at a rally whilst in use with a school in the Bristol era.** Both: COURTESY CLIVE ARNOLD

Below: **Foden No 112 (OED 217), an East Lancs-bodied PVD6 stands at Wilderspool Causeway awaiting collection after withdrawal.** LES POTTER



body interior and tungsten bulb lighting, the contrast with the usual melamine and fluorescent lights couldn't have been more memorable.

Of the double-deckers, three survive: two Warrington (102/12), and Massey-bodied FDM 724, ex-Phillips of Holywell, saved in unrestored condition at the Transport Museum, Wythall and currently for sale. See Busmart for details.)

No 112 entered preservation straight out of service, and was initially housed at the Steamport, Southport transport museum. Restoration was carried out by a group, but mainly by Alan Pritchard who ended up as sole owner. When Steamport closed, No 112 moved to the North West

Museum of Road Transport in St Helens, and later to the British Commercial Vehicle Museum at Leyland where it was on display for many, featuring in BBC4's 'The Museum' TV series.

Alan sold No 112 in 2009, and it migrated to Devon to join Richard McAllister's Devonian Motor Services heritage fleet in Paignton. It made an appearance at the 2010 King Alfred running day in Winchester *en route*.

In 2014, it was advertised for sale. Clive decided it was time for it to return home and a deal was done. The journey from Paignton to St. Helens that October took two days at a maximum speed of 32mph!

Body-wise there was little to do except



Left: **No 112** pauses in the town centre with blinds set for **Massey Brook and Lymm Church**. PHILIP LAMB

Below: **Nos 112 and 92** on the stand at the terminus of route 7, **Loushers Lane**. PHILIP LAMB

Opposite, top: **No 92** crosses the **Manchester Ship Canal at Knutsford Road Swing Bridge**. PHILIP LAMB

Opposite, centre and bottom: **Knutsford Road Swing Bridge** again, this time featuring **No 112**. PHILIP LAMB

the chance for me to bring 92 back home again.'

No 92 was last seen in Warrington for the centenary celebrations of municipal transport in the town in 2002, but has been a regular on the rally scene in the South West of England for many years. A return to its home town was well overdue.

So, on a warm Sunday afternoon in April, the bus was collected from Reliance's yard, and driven back through Warrington town centre on its way to spend its holiday in the North West. While in the area, it has been taken to several events including the North West Vehicle Restoration Trust's rally at Kirkby, where it met with Chris Loneragan's ex-Manchester Panther Cub 74. Its last appearance in the area was at the Llangollen Railway Classic Transport Weekend, from where it left to go home to Bristol.

a wash and polish inside and out, as Alan's restoration work had been excellent. While back at St Helens, the brakes have been overhauled with new linings on the front, and the hydraulic braking system cleaned out and refurbished. The front springs have been away for repair and re-tempering to a specification unique to Warrington including the use of rubber ride control springs instead of bump stops. New shackle pins were obtained, and new tyres fitted to complete the job. Thanks are due to Nigel Massey, Matt Davies, Dave Dennis and John Cartmel for their help with the mechanics.

### A CUB RETURNS

We now switch our attention to East Lancs-bodied Leyland Panther Cub, Warrington 92, but for the moment stay with Clive Arnold: 'Out of the blue I got a call from Kelvin Amos, owner of the No 92. He said that the bus was going for repainting at Reliance Bus Works in Newcastle-under-Lyme and, rather than take it back to exile in Bristol, asked if it would be possible for it to have a stay in the Warrington area for a while.

'As a "Warringtonian" bus enthusiast, there was no hesitation in saying yes! I'm extremely grateful to Kelvin for offering



## DEPOT VISIT

During its stay, a depot visit was arranged to take No 92 back to its old depot, then maintained by Warrington Corporation (now Warrington's Own Buses) in Wilderspool Causeway. This was combined with a tour of Panther Cub routes in the south Warrington area on 29 June, along with the preserved Warrington Corporation Foden PVD6 OED 217.

The Panther Cub was Leyland's answer to a request from Manchester for a shorter version of the Panther rear-engined single-decker. A batch of 20 was built for Manchester in 1964/65. Other significant buyers were Portsmouth and Brighton, with the last example of all being delivered to Brighton in 1968.

Not one of Leyland's best sellers, only 94 Panther Cubs were built, with a mere four surviving in preservation.

## FOUR CUBS

Warrington ordered four Panther Cubs for delivery in 1967, numbered 90-3. These were the only examples fitted with East Lancs bodies and had 41 seats and two doorways, the centre exits having unusual outward-opening plug doors.

The Panther Cubs replaced a Guy Arab saloon and an ex-Halifax Albion Nimbus, and pioneered one-man-operation on routes to Bewsey, Alder Lane, Walton and Grappenhall. With their small O.400 engines, and relatively heavy





bodies, the Warrington Panther Cubs weren't outstanding performers, but as most of central Warrington is as flat as a billiard table this didn't matter except when heading to the southern uplands of Appleton, or trying to enter a large

Above and left: **No 92 threads its way through the pretty Cheshire village of Lymm and pauses for the Foden to catch up. Were the flags out for us?** PHILIP LAMB

Below: **No 102 ducks under the substantially built Lumb Brook Aqueduct.** PHILIP LAMB

roundabout full of fast-moving traffic! Clive: 'I travelled on them occasionally, and thought they were quiet and pleasant to ride in compared with PD2s and Fleetlines'.

Warrington turned to the Bristol RE for subsequent single-deck buses, and the Panther Cubs found themselves on quieter routes in the town. They were not known for their reliability and were often parked up at the depot. They didn't do too badly, though, lasting up to 11 years in service, No 92 being withdrawn in 1978.



Top and centre left: **Foden interior remains completely unrestored, just as it was when Clive Arnold took his ride home from school.** All three: PHILIP LAMB

Centre right: **Panther Cub cab area is typical of the period.** PHILIP LAMB

Bottom: **No 92 meets Manchester Panther Cub No 74 (BND 874C), which carries a Park Royal body.** COURTESY CLIVE ARNOLD

Two of the Panther Cubs, Nos 90 and 92, were painted in the new reversed white and red livery introduced experimentally in 1974 when Warrington Corporation ceased to exist and became Warrington Borough Council. This livery wasn't continued, but the pair were never repainted into the new standard style. No 92 had a further claim to fame as it was fitted with turnstiles and automatic fare collection equipment in place of the seats over the front wheels from 1968 to 1975. No photographs have turned up of the turnstiles in place.

## SCHOOL BUS

After withdrawal, No 92 went to Paul Sykes of Barnsley for scrap. Fortunately, and somewhat mysteriously, it was bought by a school in the Bristol area, and was used in Warrington's 1974 mainly white reversed livery with red band and roof.

Continues Kelvin. 'In 1982 it was sold. Due to its significance in being the only



survivor of only four vehicles built, I kept an eye on it and saved it from scrap in March 1983. I started a slow mechanical and external restoration, including a rebuilt differential. It was restored to original red livery in Winter 1984. Internal strip and restoration of seat frames was completed in 1985/86, and a full engine rebuild including pistons, liners and crankshaft. From 1984, each rally season saw KED 546F travelling the length and breadth of the country, appearing all over the place with few mechanical problems.

Its crowning glory was a trip to Ústí nad Labem in the Czech Republic, in 1999, along with about a dozen more English vehicles. So much for the poor reputation of the Panther Cub! (See 'Trolley Times').

'In all the years I have had No 92, it has rarely been off the road, and even though not seen 'up north' it is regularly used in the Bristol area. After travelling tens of thousands of miles with the bus, maybe more, I don't think it has done too badly. Classic Bus once described the Panther Cub as a Blunderbus! — I don't think so!'



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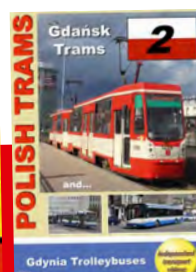
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# WARRINGTON

Warrington Borough Transport is one of the bus industries great survivors. It began life in 1902 as Warrington Corporation Tramways with its first motorbus service starting in 1913; buses then replaced trams from 1931, before

services expanded rapidly after World War 2 as new housing estates grew.

Warrington was designated a New Town in 1968, which led to new housing estates in the Birchwood and Westbrook areas of town. As such,

Warrington Borough Council Transport Department started operating new services to these new developments as they grew in the 1970s and beyond. It also began operating new services jointly with Crosville upon the split of the old Stockport-

based North Western Road Car Company in 1972.

Warrington continues to operate today having both expanded and contracted, and looks set to continue as an example of 'arm's-length' municipal pride.



Top left: **Because of Warrington town centre's narrow streets, local councillors favoured 7ft 6in-wide buses long after these had lost favour elsewhere. One such bus was No 13 (AED 28C), a 1965 East Lancs-bodied Leyland PD2/40s. No 13, seen here in Warrington town centre was one of two fitted with illuminated offside adverts; the other being 15 (AED 30C).**



Top right: **A rare shot of Warrington 6 (XRY 206), a secondhand purchase from Leicester, one of two East Lancs-bodied Leyland PD3/1s to arrive in 1975. It saw barely two years service before withdrawal.**

Bottom: **The first rear-engined buses, conversely Daimler Fleetlines arrived in 1963. They, like all other buses purchased pre-deregulation, had East Lancs coachwork. Seen leaving the depot when almost new is No 19 (5828 ED).**



Top: From the same batch as No 19, and in a later livery, No 25 (5834 ED) traverses Warrington town centre.



Above: Later Daimler Fleetlines also carried East Lancs bodies, but with specified translucent roof panels. Whether or not they had other benefits, it didn't take long for them to become irrevocably dirty. 1970-built No 32 (SED 449H) leaves Warrington Depot in April 1980.



Top left: Like elsewhere the late-1960s/early-1970s saw a move towards high-capacity single-deckers. A change towards the East Lancs-bodied Bristol RESL6L came in the early-1970s; No 2 (YED 276K), seen at the depot, was new in 1972

Top right: Warrington was amongst the last to operate the RE. 1976-built No 70 (LED 70P), a Bristol RESL6L, is seen in Warrington bus station during September 1998.

Centre: Double-deckers returned some two years later. Seen at the bus station when just two years old is No 11 (XTB 11T), a 1978 Leyland AN68A/East Lancs. Along with others, it was sold for further service to Alpine of Llandudno.

Bottom: Expansion proliferated following deregulation. Here No 242 (M242 YCM), a 1995 Marshall-bodied Dennis Dart, makes its way along the Runcorn Busway in August 1995.



# ÚSTÍ NAD LABEM



In 1999, a major international bus rally was held in the northern Czech town of Ústí nad Labem. Apart from major participation from German concerns, there was also a sizeable contingent of British vehicles, both modern and vintage. Ústí is a major

industrial town and was seeking to celebrate its public transport centenary with many of the participants coming from a British industrial background. Although then as now the Warrington Panther Cub is based in the Bristol area. Warrington was a major

industrial town and as such was a highly appropriate vehicle to mingle with the Škoda trolleybuses then gracing the streets.

The trolleys have now gone, their legacy lingering on in the many modern systems of both Eastern and Western Europe.

This page, top: **Squeezing past Škoda 559 is Warrington Panther Cub KED 586F.**

Bottom left: **Taking part in the parade is preserved Škoda 105.**

Bottom right: **'Non-bendy' Škoda 402 makes its way along Ústí's main street.**

Opposite page: **The majority of trolleys in service at the time were 'bendy' Škodas. These views were captured on an intensive service around the town.**





We take a look at several recent running days and some of our older buses still earning their keep. DAVID JUKES presents.

#### GYT RECALLED

Carrying the final Great Yarmouth Transport livery as its No 59 is First Eastern Counties 32059 (W219 XBD), a 2000 Alexander ALX400-bodied Volvo B7TL new to First Leicester as its No 219, seen outside Great Yarmouth's Winter Gardens on 4 July. Picture: DAVID JUKES



#### NORWICH PRESIDENT

Operating the City Sightseeing Norwich tour on a hot and sunny 5 July is Awaydays of West Dalling 100 BGO, a 2001 Plaxton President-bodied Volvo B7TL new to London Central as its PVL189 (X589 EGK). Picture: DAVID JUKES

**YAXLEY YMQ**

JFT 412X is a 1981 Duple Dominant III-bodied Bedford YMQ, new to Greaves (trading as Henry Cooper) of Annitsford, now in preservation with Dews of Somersham. It is seen at The Three Horseshoes public house in Main Street, Yaxley, during the Fenland Bus Fest on 19 May

Picture: JOHN WAKEFIELD

**PEAK RAIL RALLY**

Arriving at the Peak Rail Rally at Rowsley, Derbyshire, on 16 June is Party Playbus A671 HNB, a 1983 Northern Counties Leyland Atlantean AN68D/IR new to Greater Manchester PTE as its No 8671. Providing free heritage services as part of the running day are ex-West Yorkshire CRG6 (TWW 766F), a 1968 Eastern Coach Works (ECW)-bodied Bristol RELH6G, and J R Dent of Market Rasen G329 SVV, a 1990 Plaxton Paramount III 3200-bodied Leyland Tiger new to Wainfleet of Nuneaton registered G880 BKV. Pictures: DAVID MITCHELL





### TOTALLY MODELS

Operating free services for the Blackpool Totally Models event on 22 June are former Blackpool Transport 133 (H3 HBT), a 1991 DAF SB220-based Optare Delta new to Fylde Borough Transport as its No 3, and Blackpool Transport Services 857 (D257 FYM), a 1987 ECW-bodied Leyland Olympian new to London Buses as its L257 in roofed form. Pictures: JIM SAMBROOKS



### STROUD SINGLE-DECKERS

The Stroud Running Day on 30 June celebrated the 100th anniversary of The National Steam Car Co beginning operations in the Stroud area and commemorated the 50th anniversary of Bristol Omnibus's transfer from Transport Holding Company to National Bus Company ownership. Ex-Bristol Omnibus 301 (862 RAE), a 1962 ECW-bodied Bristol SUS4A, was one of just three owned by the company which were purchased to replace its aging Bedford OBs. Waiting at the real terminus of service 429 in the square at Minchinhampton – and pictured in typical Cotswold scenery – is former Bristol Omnibus 508 (THU 354G), a comparatively rare flat-fronted ECW-bodied Bristol RESL6L with Leyland O.680 engine.

Pictures: DWR PICTURE LIBRARY





#### WAKEFIELD RUNNERS

Vehicles in action during the 30 June's Wakefield Running Day included Dewsbury Bus Museum-based former Halifax Corporation 35 (PJX 35), a 1962 Weymann-bodied Leyland Leopard, and ex-South Yorkshire of Pontefract 81 (TWY 8), a 1950 Albion Valiant CX39N new to the operator registered JWT112 with a Burlingham coach body, but rebodied with its current Roe double-deck bus bodywork in 1958. Pictures: ANTHONY HICKS





# Private Hire RF REVIVED

*Former London Transport RF19 (LUC 219), a 1951 Metro-Cammell-bodied AEC Regal IV, is the latest restoration to emerge from the London Bus Museum's workshop, as DAVID JUKES reports.*

London Transport's (LT) postwar standardisation plan sought to find a single-deck vehicle type that could handle private hire and Green Line coaching work plus Country Area and Central Area bus duties. Generally positive experiences with the side-engined AEC Q (Q-class) and underfloor-engined Leyland Tiger FEC (TF-class) ensured the new vehicle type would be a high-floor bus with centrally mounted underfloor engine.

Trials of AEC's Regal IV prototype UMP 227 (also restored by the LBM) on LT's Country Area route 355 at St Albans were successful and the RF-class resulted — 700 robust Metro-Cammell-bodied AEC Regal IVs which entered service between 1951 and 1954.

## PRIVATE HIRE

LT's most immediate need was for a new fleet of private hire coaches; 11 of the 12 prewar TF-class coaches acquired for such work were destroyed by enemy action in October 1940 while stored at Bull Yard, Peckham, leaving survivor TF9 and the

24 six-wheel AEC Renown coaches (the LTC-class) to handle increasing Central Area private hire traffic. The 1951 Festival of Britain compounded the issue — more coaches were urgently needed to work alongside the TF and LTCs, which would then be displaced by the new deliveries at that season's end.

The resulting private hire RFs — RF1-25 (LUC 201-25) — were 27ft 6in long and 7ft 6in wide; all subsequent RF deliveries were built to the same width and a longer (30ft) length. The shorter length, originally planned for the whole class, was the then maximum permitted length for single-deck buses and coaches, but LT quickly redrew its plans when it was known the operation of 30ft long single-deckers would soon be permitted.

But LT's private hire needs could not wait for the regulation change as the first 25 RFs were needed from 4 May 1951 for the Festival of Britain's private hire business. RF1-5 were licensed in time for the Festival's first day, with the remainder delivered by 1 June.

The private hire RFs were no lightweights, their 7ton 12cwt unladen weight was 2cwt greater than LT's contemporary standard RT double-decker. RF1-25 were given the 1RF1/2 classification by LT — 1RF1 and 1RF1/1 were not used, although possibly reserved for non-built 27ft 6in length Central Area bus and Green Line coach variants.

## A DISTINCTIVE IMAGE

The private hire RFs featured large observation windows in their roof coving to provide excellent visibility for passengers, something considered essential for operating the London River and the Seeing London West End Tours. A striking new exterior livery was applied: Lincoln green with the roof and window surrounds in flake grey, set off by red lining and lettering.

The interior was fitted with green linoleum flooring which was extended up the side panels to the seat rails, above which was olive green leather cloth to waist level. Pressed aluminium window

finishers were also covered with leather cloth — the lower third with dark green and the remainder with pale green. The ceiling was enamelled cream with the mouldings between side and roof windows picked out in red; the roof windows were fitted with rod-controlled concertina blinds.

Thirty-five passenger seats were fitted, all facing forward except a single inward-facing seat behind the driver's cab. These had standard LT aluminium seat frames with cushions and backs covered in moquette incorporating the vehicles' main livery colours of Lincoln green, red and light green.

LT's Central Area initially spread the coaches across eight garages: Camberwell, Holloway, Merton, Middle Row, Riverside, Streatham and Willesden received three each, while Upton Park was allocated four.

The aforementioned tour duties were augmented by regular contract work, for which the private hire RFs were soon considered over-specified by LT. Replacement on such work by surplus T-class AEC Regals or TD-class Leyland Tigers retro-fitted with heaters and platform doors was considered but ultimately did not take place.

Opposite: **The Rhododendrons are in full bloom on the Members Hill road access into the Brooklands Museum site as the newly restored RF19 shows off its splendid Lincoln green and flake grey LT private hire livery.** DAVID JUKES

This page, top: **RF19 was originally restored by the late Colin Curtis into the LT Green Line livery carried from 1956 for seven years, as seen here behind the Brooklands Museum Clubhouse during the 2013 LBM Spring Gathering on 21 April. Restoration started a few months later.** DAVID JUKES

Centre left: **July 2013. The luggage racks and route board brackets added on RF19's conversion to a Green Line coach had to be removed.** BRIAN GREENFIELD

Centre right: **October 2013. Some windows and the floor strapping have been removed. Note the maroon décor applied at some time during RF19's post-LT service.** BRIAN GREENFIELD

Bottom left: **July 2014. Much of the framework had to be renovated or replaced.** BRIAN GREENFIELD

Bottom right: **May 2018. Getting there! The floor trim and some seat frames are now in place.** BRIAN GREENFIELD

## CHANGES

The handsome external livery did not survive the private hire RFs' first overhaul; a drab all-over green, relieved only by red lettering, was instead applied. But more changes were afoot as LT conducted a lengthy review of its single-deck requirements, eventually determining a shortfall of Green Line coaches would likely result from the traffic growth generated by New Towns and large estates developing in the Country Area.

Ten of the private hire RFs — RF16-25 (LUC 216-225) — were therefore transferred to Green Line duties in 1956. All were repainted in standard Green Line livery and suitably equipped for their new role, including fittings for the necessary side route boards and a modified differential.

The loudspeaker, microphone and first aid equipment were removed, and special lightweight luggage racks installed to minimise roof window obstruction. The modified vehicles were reclassified 1/1RF1/3 and allocated to various Country Area garages, although RF22 and RF24 served for periods as emergency spares at Victoria and Riverside respectively.

## WITHDRAWAL AND SUBSEQUENT SERVICE

The first batch of Routemaster coaches entered Green Line service on 29 August 1962 with RF16-25 the principal casualties of the resulting RF reshuffle. They were delicensed between May and October 1962 and sold by LT the following year.





All RFs featured a centrally placed hinged emergency exit door as preferred by LT. A two-headed arrow for indicating turns was located immediately above the registration plate; this proved confusing to other road users and a second nearside arrow was subsequently added to signal left turns (the offside arrows being suitably modified to indicate right turns). The striking appearance of the private hire RFs included a neat red bullseyes transfer on the emergency door and an unpainted aluminium strip around the rear overhang. DAVID JUKES

The driver's cab is fitted with the usual controls; those for pre-select gearbox are located alongside the steering column for operational ease. DAVID JUKES

restoration by Roger Stagg (the LBM's Rolling Stock Director), Project Manager Brian Greenfield, Phil Cruise, Peter Goodfellow, Steve Hook, Chris Plested, Peter Wall and Mike Waterman has recently been completed, with the finished vehicle formally launched by LBM Chairman Leon Daniels OBE on 7 April 2019 at the Museum's Spring Gathering.

'We wanted to put RF19 back into its original livery,' recalls Roger. 'Everyone thought it would require minor work but that didn't turn out to be the case.'

'In common with most RFs, we stripped the outer mudguards to immediately find problems,' he continues. 'LT chose to use a lot of timber around the wheelarch areas causing damp timbers to be in regular contact with steel members which then rotted.'

Roger took a decision to remove all RF19's lower external panels to ensure the underlying framework could be inspected and any necessary repairs made. The steel frame was rebuilt around the front-end and wheelarches — the square-shaped mudguards were heavily laced beneath paint and body filler, requiring welding and replacement to make good.

Other external problems were caused by past repairs after two serious front-end collisions during its service life. The offside windscreen and cab-side window pans were a mixture of welded framework and timber packing, while the nearside front panel was at some time stretched to fit — alternately bulging out and in. A replacement was fabricated by Calum O'Leary, complete with headlight recess taken from the original and blended into the new.

The air-operated entrance doors also received a new motor and bearings

Staff shortages, particularly in LT's Central Area, during the early-1960s saw its private hire requirements increasingly sourced from the independent sector. RF1-15 were themselves delicensed between August and October 1963 before sale in late-1963/early-1964.

The earlier disposals went to Super Coaches of Upminster (RF18/20-2), Kennealy of Dunvargan (RF16, reregistered WI 8166), Simmonds of Letchworth (RF17), Midas Motors of Brentwood (RF19), Clarke of Aveley (RF23), Gairlochhead Motor Services (RF24) and Pete's Coaches of Hockley (RF25).

The later sales were equally geographically spread; Premier of Cambridge took RF2-4/6/9/11 (to which it added RF25 in 1965), Simmonds of Letchworth RF1, Osborne of Tollesbury RF5/10, Hampson of Oswestry RF12/3 (which both remained in service until 1981), and Gairlochhead RF14/5.

Several served more than one post-LT owner over subsequent years, thereby enabling preservation of RF4/10/2/3/6/9/20 after withdrawal.

## LUC 219

RF19 (LUC 219) was first allocated to Middle Row (North Kensington) garage in May 1951. It was converted for Green

Line duties in 1956 and spent time at Hitchen, St Albans, Hertford and Epping garages before an Aldenham Works overhaul in September 1958. The remaining five years of its LT service saw RF19 work from no fewer than eight garages — Romford, St Albans, Hertford, Northfleet, Windsor, Staines, Epping and Garston, before passing to Midas Motor Services of Brentwood in June 1963.

The RF was owned by Isleworth Coaches between August and November 1967, then Super Coaches of Upminster until February 1968. A brief stay with G. W. Osborne & Sons of Tollesbury was followed by a seven-year stint with Major Gibbons of Stock (near Billericay). RF19 then passed to Geoff Mills and Don Allmey in quick succession before its January 1976 sale to Llewellyn Glands Ltd of Iver for experimental use.

The late Colin Curtis purchased the coach for preservation in December 1980, restoring it to Green Line condition, before its sale to Mike Selt for continued preservation in February 2011.

## AT THE LONDON BUS MUSEUM

RF19 has been part of the London Bus Museum's (LBM) collection since its July 2012 purchase from Mike Selt still wearing the Green Line livery applied during its previous ownership. A six-year

to enable their operation, while three window pans were found beyond repair and replaced with spare units from the LBM's stores.

### INTERIOR WOES

'RF19 was unfortunately in moderately poor condition inside,' considers Roger. 'It retained its roof blinds, guides and luggage racks but the blinds had become too rigid with age to use. Nothing chromed had retained its plating, so all had to be re-chromed at no little expense.'

'We also renewed the plywood ceiling panels where delamination had occurred and removed the luggage racks fitted to RF19 during its Green Line conversion,' he continues. 'They proved difficult to remove as LT's fitters attached them onto the roof members. The racks themselves were then passed on to another RF owner restoring an RF to original Green Line condition.'

The worn-out floor lino was replaced with new material, the sourcing and fitting of which was not straightforward. The material was acquired from a Belgian company and its application was hindered by the profusion of floor traps necessary to access the RF's engine and auxiliaries. Also renewed was the Rexene on the side panels and window surrounds; the colours were carefully matched from the always-

covered areas beneath RF19's panel overlays.

The seats had been reupholstered in the correct pattern moquette during Colin Curtis's ownership, but retained the original foam padding, later found to be brittle through old age. The seating was sent to Eastleigh-based Paul Toomer who fitted new foams and reused the existing moquette for a very satisfactory finish.

### BACK OUTSIDE

The opportunity was also taken to rebuild the rear-mounted emergency door; its timber framework had distorted, and it would prove an arduous task to return the door to the shape Metro-Cammell intended.

Window rubbers were also renewed, as Roger explains: 'The original rubber had hardened and caused water ingress into the window pans, causing these to corrode or a lake to form within the vehicle – or both.'

'The main window rubber is identical to standard RFs and RTs and was available off the shelf from stock produced exclusively for the LBM, but that for the remaining windows proved problematic. The roof window rubber is unique to the RF1s and we had to order a minimum quantity which was enough for three vehicles, although the surplus quickly found new homes.'

'The rear window rubber has been out of production for many years, so we also had this specially produced,' he continues. 'Again, the spare rubber was — and is still being — sold to other RF owners.'

The exterior was by this time coming

back together allowing the restoration team to concentrate on smaller details such as the original full-drop type driver's emergency exit window which was returned to working order.

### WHICH COLOUR GREEN?

'The big argument was over colour,' admits Roger. 'Namely, just what colour was the exterior originally?'

'We had as many views as colours, but we were fortunate Squirrel Preservation had original LT drawings listing colours, including the detail banding, within its collection. These provided details of the original colours and those applied during subsequent overhauls, plus the type and location of all decals applied during LT operation.'

### BACK ON THE ROAD

Mechanically, RF19 was found to be very sound. A basic overhaul was carried out, during which the front wheel bearings were replaced. A rolling road test showed the brakes to be in good order.

RF19 is currently licensed as a Class 6 vehicle and is likely to see such use next year – its usage is currently restricted by the LBM as a newly restored vehicle. It took part in this year's HCVS London to Brighton Run, taking third prize in its class, and the London Cart Marking Ceremony on 17 July, and will usually be available to view at the Brooklands-based London Bus Museum.

Our thanks to Roger Stagg, Leon Daniels OBE, Brian Greenfield, Phil Cruise, Peter Wall and Mike Waterman for their kind assistance and hospitality.

**The next project for RF19's restoration team is former LT Green Line coach T448 (CXX 171), a 1937 Weymann-bodied AEC Regal and sole survivor of the 9T9 T-type variant. T448 was being returned to the LBM after heavy repair by Ian Barrett.**  
DAVID JUKES



# London to Nottingham

*A Nottingham operator celebrating its tenth anniversary now runs the largest and most diverse range of former London Transport vehicles outside the capital. NICK LARKIN reports.*

Let's begin this extraordinary tale with a delicious irony. In 2005, Philip Blackmore, one of three brothers running major Nottingham-based vehicle repairers Blackmore Commercials (and mum Joan who still works in the office two days a week), had been following reports about the final Routemasters leaving London Transport service. 'I said to the family that we should buy some of those but the idea did not go well. Why, they said, would I want to buy something that would end up rotting in the yard?' Philip recalls.

## RM PRECURSOR

Five years later the firm acquired its first Routemaster and rot this bus did not. Now Blackmore has set up Vintage Vehicle Hire, with a fleet of four Routemasters, an AEC Regal IV RF single-decker and a 1952 Leyland RTL. All are regularly used on weddings and a range of other private hires.

Outside London and the surrounding counties this is definitely the most diverse range of 1950s and 1960s London vehicles for hire and the largest Routemaster fleet

except for Lothian. The buses even have between them just about every engine option you might expect — AEC, Leyland, Scania, Cummins and Iveco!

So how did it all begin? Philip admits to have always had an interest in local buses, and his brother Nick served his apprenticeship as a fitter with Nottingham City Transport, working mainly on Leyland Atlanteans and Fleetlines.

In the mid-1970s their dad, Arthur, a lorry driver, bought his own vehicle, a tipper, and then a cement mixer. The fleet expanded and Blackmore Haulage moved across the road into its present Little Tennis Street premises. The recession of the early-1990s led to a shift from running lorries to repairing them.

A major customer was something of a local legend, the late Harry Prue-Smith, who ran a fleet of vans, and wedding vehicles under the Exclusive Cars banner.

'One day Harry came in with a daft look on his face and said he had bought a

bus!' Philip recalls. That was RM2033 (ALM 33B). He then purchased RM121, re-registered SSL 806, and eventually RM108. By 2010, maintaining Mr Prue-Smith's vehicles meant Blackmore definitely had the RM bug.

## RML2619 AND MORE

RML2619 was found for sale in Manchester. It needed a lot of panelling on the outside and the seats needed new moquette. The bodywork was carried out in-house by Jim Blackmore with re-upholstery by Blackpool Trim Shop.

'It just sort of happened and business built up', says Philip. The bus was initially operated by Exclusive Cars until Blackmore got its own operator's licence.

In June 2012, a second Routemaster, RM1174, re-registered from 174 CLT, came from a lady in Essex who bought it as a teenager. The bus underwent interior refurbishment.

Work continued to come in for the RMs and a third vehicle was required. Phil Blair was selling 1952 Leyland RTL1323 (MLL 685) with Park Royal bodywork. 'We were looking for another bus and there were no Routemasters available,' Philip reveals. 'We took it for a test drive and it did seem hard work but it looked great. The bus came back to Nottingham in one go and without missing a beat.'

AEC Regal IV RF403 (MXX 480), dating from 1953, was spotted for sale on the Internet and introduced single-deckers to the Blackmore fleet in 2016. 'It looked the part and for what it cost has proved a very useful addition to the fleet,' says Philip.



Philip Blackmore with his fleet of regularly used former London buses. NICK LARKIN

Finally, following the death of Harry Prue Smith, two further Routemasters. RM2033 (ALM 33B) and RM121 (SSL 806), joined the fleet three years ago, these buses having been maintained by Blackmore for more than a decade.

RM121 needed refurbishment: 'The paintwork had faded to pink and the interior had undergone an awful refurbishment when the bus was in London service, with big thick striplights inside,' says Philip. The work was tackled in house by regular Routemaster drivers Graham Branch and Phil Waters.

Graham started his career as a conductor at London Transport's Riverside garage in 1970, graduating to driving Routemasters on route 11. He later worked for Midland General before spending 31 years as a driver for Nottingham City Transport.

The fluorescent lights were removed and new fittings produced in plastic resin, which was half the cost of having them done in aluminium.

The bayonets needed to hold the bulbs were standard fittings and rewiring was straightforward.

Nearly four weeks of sanding, which, says Graham: 'Made us look as if we had been doused in flour everyday', got the ceiling and inner side panels ready for repaint, carried out in the correct colour using a roller and a brush

### CLASSIC AND VINTAGE HIRE

Last year, Classic and Vintage Hire was set up as a separate company to run the classic side of the business – two Rolls-Royces and an FX4 taxi also being available for hire.

Philip says that a lot of business comes by word of mouth. 'We also have the website and do wedding fairs, but we get a lot of enquiries from people who say they were on one of our buses at a wedding and could they hire one? We also get a lot of repeat business — not from the same people getting married again, obviously!'

Philip says there is enough work for all the buses. 'We were very busy last year. Things were a little quiet earlier this year, but we've had a lot of last minute bookings and all the vehicles are usually out on a Saturday.'

Weddings and school proms form much of the business but there are also funerals and corporate work including contracts for Haven Holidays which has seen buses travelling as far as Great Yarmouth.



**Classic and Vintage Hire buses, from the left RM121, RF503, RM2003, RML2619, RM1174 and RTL1323. NICK LARKIN**



**Wedding hire can do well but there's no easily obtainable pot of gold at the end of the rainbow. BLACKMORE COMMERCIALS**



**RTL1323 has true vintage appeal but is capable of sustained use! BLACKMORE COMMERCIALS**



## THE BLACKMORE FLEET

Identity	Chassis/Body	New	Garage	Withdrawn by LT/TfL	Date Acquired	Notes
<b>RTL 1323</b> (MLL 685)	Leyland 7RT/ Park Royal	Jun 1952	Hackney	1965	Feb 2006	Sold for preservation 1965, later passing to Don Allmey.
<b>RF503</b> (MXX 480)	AEC Regal IV/ Metro-Cammell	Mar 1953	Sidcup	1977	2016	Front doors fitted as part of OMO conversion in 1959. Withdrawn from Edgware and sold for preservation.
<b>RM121</b> (SSL 806 / VLT 121)	Park Royal Routemaster	Nov 1959	Poplar	Aug 1984		Withdrawn and sold to the London Transport Sports Association in 1984 then to the London Bus Preservation Group, Cobham in 1988. To Capital Citybus in 1998 and re-registered SSL 806 in 2000. Bought by London Bus Sales Ltd for refurbishment by Marshall. Allocated to Sovereign for Route 13, before storage and sale to a Mr Akthar.
<b>RM1174</b> (JSJ 797 / 174 CLT)	Park Royal Routemaster	Apr 1962	Norbiton		Jun 2012	Initially used on routes 131, 282 and 283. Scania engine fitted in 1996, re-registered in March 2004 and sold by London Central to Ensign. To Helen Bruce for preservation.
<b>RM2033</b> (ALM 33B)	Park Royal Routemaster	Nov 1964		2016		Initially used on route 137. Cummins engine fitted in 1985. Refurbished in 1997 by Hants & Dorset Trim. Sold to Exclusive Cars in September 2004.
<b>RML 2619</b> (NML 619E)	Park Royal Routemaster	Apr 1967	Holloway	2005	2009	Originally used on Route 14. Iveco engine fitted 1993 and leased to Kentish Bus for use on route 13. Sold to Henry Cooper Coaches 2005.

'We have even done work in Portsmouth,' says Philip.

Hire rates start from around £450. Buses can be decorated for customers, who are also able to do this task themselves. All the vehicles have sound systems.

### OPERATION

So are the buses difficult to operate? 'No, we have all done our bit maintaining them and we have all the equipment here — we can even charge Routemaster brake accumulators,' says Philip. Buses undergo a six-weekly inspection, with major servicing annually.

'Touch wood we don't have to do too much to vehicles as we always keep them up to scratch,' adds Philip. 'We have a lot of contacts who can help with spares we don't have in house, the Routemaster

Association is very helpful in many respects.'

As well as the brothers, there is a team of six PCV drivers who can be called on: 'We always welcome enquiries from would-be drivers,' states Philip. There are a similar number of regular conductors and also a cleaning rota for the buses. Bookings are looked after by Jacky Robinson.

Customers are normally invited to choose their vehicle, though the RTL tends to be used on more local duties, and the RF proves useful for smaller parties; the RML catering for the largest groups.

All the buses tend to do around 10-12 mpg, with Cummins engines being the best. 'Don't forget this is about what a Rolls-Royce will do,' insists Phillip. 'People often fall in love with the RTL when they see the interior.'

So are there plans for further fleet additions? 'No, I think we are pretty comfortable where we're at. There is only ever so much work around,' Philip reckoned that the vehicles would get more TV work if the company was further south, though there have been recent appearances on Channel 4's 'Don't tell the Bride' and even Ukrainian television.

'We love doing what we do. It is probably 50 per cent a hobby and 50 per cent business, but it does have to pay. There is a lot of work involved and a lot of costs.'

Concludes Philip: 'The sight of these vehicles are uplifting for many people, and we have a lot of pride in running them.'

Many thanks to Philip Blackmore and Graham Branch for their help with this feature.

Opposite page:

Top: **Rugged RF is great for smaller parties.**  
BLACKMORE COMMERCIALS

Centre left to right: **Interior of RM121 has been extensively refurbished at Blackmore and returned to tungsten lighting.**  
NICK LARKIN

**Passengers love the RTL's period interior.** NICK LARKIN

**Buses carry in-house advertising.** NICK LARKIN

Bottom: **RM121 is seen on a wedding hire.**  
BLACKMORE COMMERCIALS

This page: **RML2619 was re-engined with an Iveco unit and spent the 1990s with Kentish Bus.** NICK LARKIN

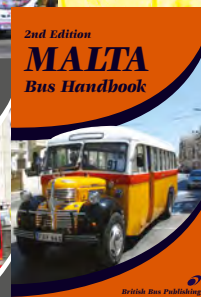
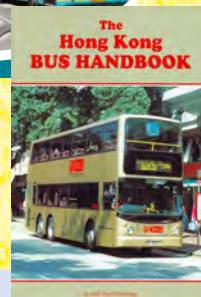
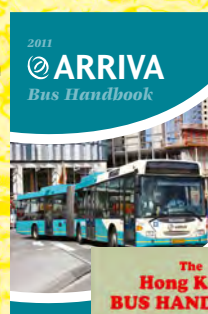


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# Tavistock Running Day

*The Tavistock Mini-Running Day, held on Sunday 14 July, was one of several events held in the West of England organised by the Thames Valley & Great Western Omnibus Trust. The pictures were taken by RICHARD STUBBINGS.*



Above: **1963 Bristol FLF6G, Western National 2019 (824 KDV)**, arrives in Tavistock from Lydford.

Below: **Western National 959 (KUO 972)**, a 1950 lowbridge Bristol K6B, is seen leaving Tavistock bus station for Yelverton as 1958 **Bristol LD6G, Western National 1943 (VDV 760)**, arrives from there.



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# Llangollen Rally



*This event, held over the weekend of 6/7 July, but not previously visited by us proved to be a very enjoyable day out.*

*PHILIP LAMB reports.*

Top: **Two Routemasters** bask in the Welsh sunshine. On the left we see superbly restored to original condition RM765 (WLT 765), which now lives in Wrexham, and currently under restoration RM2097 (ALM 97B).

Centre: **Frequently seen on the north west rally circuit** is Bristol FS6G Crosville DFG157 (4227 FM). The Bristol proved a popular choice amongst visitors when performing on the regular half-hourly runs to Corwen.

Bottom: **Three Crosville saloons** meet on the rally field. On the left we see 1979 Leyland National SNL588 (JTU 588T), re-fitted with a Gardner engine by Crosville and redesignated 'SNG', rarely seen 1970 Bristol RELH6G CRG161 (EFM 161H) and ERG280 (YFM 280L), a 1973 dual-purpose REL16G.



David Jones' SHMD centre-entrance NCME-bodied Daimler CVG6 has not appeared in these pages for many years. It is seen here leaving the rally site via Glyndyfrdwy level crossing.





# Featherweight REGENT

*To celebrate the Devon General Centenary, ASHLEY BLACKMAN focuses on DR705 (ETT 995), AEC Rebuild 06615343/Saunders-Roe No 1436 (the AEC 'Light Six'), in this latest article in the survivor series.*

Growing up surrounded by AECs I have always had a keen interest in Devon General. The late Phil Platt, Devon General historian and AEC saviour who many that have been in bus and coach preservation for the long haul will have known, was a great friend and taught me a lot about DG. Back in the late 1980s Phil knew I was looking to purchase one of the iconic DG Regent V's and made sure to tell me when he saw ROD 765 for sale in the AEC Society gazette for only £350 (1980s prices!) You could always rely on Phil to save or find any DG vehicle a good home. I decided to

purchase ROD 765 and that was that, my interest grew for Devon General and I even moved to Devon from Yorkshire and lived there for nearly a decade. Living in Devon for such a period of time, meant I got the opportunity to coachpaint some treasured DG buses and meet some great preservationists too. So given the chance to celebrate the centenary on the pages of our favourite magazine and choose a rare survivor to feature, it had to be Steve Cope's unique 1953 AEC Rebuild 'Light Six' DR705 (ETT 995). Allegedly the lightest double-decker ever built some have said!

DR705 has been a survivor in preservation for many years. I remember admiring this fine machine every Winkleigh open day in October as it was started up and brought out of the hanger to see daylight; it always had a nice throaty exhaust note. It would be another 30 years until this survivor found preservationist Steve to take on the challenge of restoration in 2004.

## AN INTERESTING HISTORY

The following history was taken from a document sent to me from Steve, researched and kindly put together by Les Folkard and Phil Platt.

Ordered in November 1951, DR705 was rebuilt on a chassis utilising the chassis frames from Regent DR234 and the 7.7 Litre engine and units from Regal XR403. The 7ft 6in-wide body was of ultralight weight construction built by Saunders-Roe to the 'Saro' design, the body alone weighing 1ton 19cwt with the unladen weight of the vehicle being only 5 ton 19cwt; this became the lightest of all double-deck bodies produced by Saunders-Roe. It was the last new DG vehicle to carry the single blind destination display; there were only four windows per side in the lower saloon, the first three of which had sliding vents. The rear emergency



window was identical to those on the London Transport 'RT' design.

It was delivered from Saunders-Roe on 21 February 1953 bearing the fleet number DR681 and registration NUO 681, but this was altered to DR705 with registration ETT 995, (which had belonged to XR403) before entering service. DR705 went into service on 1 March 1953, being tried for a month on the Torquay Circular 50/55, where its fuel consumption and running costs were monitored against those of DR679, the AEC Regent III with Weymann 'Aurora' bodywork. With the lighter body and smaller engine, DR705 produced the better results and fully justified the company's order for another nineteen such vehicles, but this time with refurbished London Transport STL chassis and Weymann bodies, which were delivered later in 1953/54 and known as the 'Light Sixes'.

Early in September 1953, DR705 was taken to Weymanns at Addlestone, where single wheels were fitted to the rear axle in an effort to reduce the weight further; it was tilt tested at London Transport's Aldenham works, but failed the test. Later fitted with stabilisation modifications, it was again tilt tested with single rear wheels and this time passed the test to the regulation requirements of 28 degrees with the top-deck fully loaded and tilted to both the nearside and offside, although apparently after all this work it did not run in service with this modification.

Opposite: **After receiving a batch of provincial RTs which were delivered with rear wheel trims, Devon General continued to apply these for the coming years.** ASHLEY BLACKMAN

Top: **DR705 Newton Road Depot ready for service.** GERALD TURAN/ BRISTOL BUS GROUP

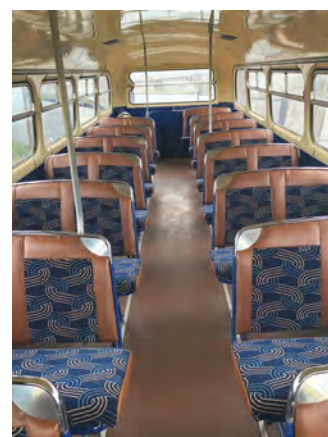
Upper: **Safely dry stored for many years at The West Of England Transport Collection Winkleigh, Devon.** STEVE COPE

Lower left: **Upper saloon gutted ready for restoration.** STEVE COPE

Lower right: **The contrast between new and worn is very apparent you can only just make out the original pattern.** STEVE COPE

Bottom left: **Devon Generals stylish seating details.** ASHLEY BLACKMAN

Bottom right: **The interior has been beautifully restored, note the RT similarities.** ASHLEY BLACKMAN





Left: **Regent by name Regent by nature. I wish to be transported back to 1950s Torquay for a ride.** ASHLEY BLACKMAN

Below left: **Devon General amongst other operators chose their fleet logo in place of the AEC Triangle.** ASHLEY BLACKMAN

Below right: **705's 7.7 engine before overhaul.** STEVE COPE

Returning to Torquay, it joined the new Weymann-bodied 'Light Sixes' on service 12, which had by then been extended to Newton Abbot in place of the former service 28, and was generally to be found on this service until Leyland Atlanteans took over this service in 1959/60.

Between 1960 and 1963 it was a traffic spare; its last licence expired on 30 September 1962, with withdrawal taking place in March 1963. The bus was sold in November 1963 to PTE Ltd (dealers) and resold in December 1963 to Foster Wheeler John Brown (Contractors of Tilbury).

In June 1968 it was acquired by the late Colin Shears of the West of England Transport Collection. The AEC was collected from Tilbury docks and driven by Colin to Winkleigh, closely followed by the late Philip Platt in a series one Land Rover. The vehicle resided at Winkleigh under cover for a number of years under Colin's care until Steve Cope became the new owner in 2004.

## IN PRESERVATION AND THE RESTORATION

With Steve hailing from Stoke-on-Trent, I wanted to know more about Steve's interest and background with buses how he came to purchase DR705.

'My first interest in buses I can remember, started with the Bristol REs and Leyland Leopards operated by Potteries Motor Traction (PMT). I used to try and catch one of these vehicles on my way home from high school, I remember the distinctive exhaust note. I had a friend at high school who also shared this interest in buses, we used to buy a day pass at the weekend and travel all over the Potteries on the various vehicle types in the PMT fleet.'

Steve's first connection with Devon General started 20 years ago at the Llandudno Festival of transport, where he first met Bob Follwell who was showing 932 GTA, *Earl Howe*, an open-top Devon General Atlantean: 'I spoke with Bob at



great length at the show, only to meet him again a few weeks later at a local rally. Bob talked about a restoration he was doing on CTT 23C, a 1965 AEC Reliance.' Steve visited Bob's home where his collection of Devon General buses was kept and helped complete the restoration of the AEC Reliance. They made a number of trips back to Devon spiking Steve's interest even more: 'After this, I purchased my first Devon General vehicle, 9 RDV, a 1964 AEC Reliance, which was brought up to Bob's premises and the restoration begun. When complete I spent many happy years attending shows, including taking the vehicle back to Devon on more than one occasion.'

It was in 2004 that Steve purchased DR705 and after a few years in safe storage work began. The restoration of this rare AEC took place over a number of years with the valued skills and help of Sam Merryfield and Philip Platt and I relished the opportunity of coach painting the bus. The restoration was quite major, although the body structure of the bus was in good condition, being all aluminium. The exterior of the bus was partially repainted where the surface displayed dents and imperfections.

Some framework was replaced around the cab and offside front wheelarch. The interior received a full restoration; it was completely stripped and restored to authentic as-new standard. The before and after photographs of the seating moquette show how the interior needed some TLC. There was also some major mechanical work to complete.

The most memorable moment for Steve from the restoration was trying to search for oversized pistons. The engine was badly worn, so was stripped down and the block rebored. He managed to get some oversized pistons and a second-hand camshaft in good condition. The bottom section of the engine was good so was left as was. The brake cylinders were overhauled and brake linings relined. The bus benefitted from having a complete new set of tyres and a fresh traditional coach paint to finish.

'DR705 is a lovely vehicle, as it represents a unique time in the purchasing policy of Devon General, now the restoration is complete with thanks to

special thanks to Sam and Philip, it can once again return to the road.'

Steve feels very lucky that he has a family who support his interest in buses and it's a hobby they all enjoy together in their spare-time and what better place to go on trips with your buses than Devon! 'Although probably not interested to my extent, they do come along with me on working days to clean the buses and enjoy the rallies too. We are all attending the Devon General Centenary shortly.' Steve also tells me he was able to use NDV 537G for his wedding, kindly lent by our friend Bob Follwell. 'NDV 537G is a vehicle I now own due to Bob's very sad sudden passing.'

### WHAT DOES THE FUTURE HOLD?

A question I asked Steve – and which many of us ask ourselves – is where do you see bus and coach preservation scene going in 10 years?

'Every time I look in *B&CP* somebody has restored and saved another bus or coach which is great. I think it is important that skills are passed on to a younger generation and the work that so many preservationists like myself are doing is continued and the interest in these vehicles are encouraged as much as possible so it continues. Storage can be a problem for such large buses which needs more people to get together to secure the safe and dry accommodation these vehicles need, so they can continue to be enjoyed by future generations and secure the future for these vehicles.'

So what does the future hold for Steve and DR705? 'I intend to just enjoy taking the vehicle to shows and maintaining it, I hope that one day a transport museum can be set up in Devon where vehicles like 705 can be enjoyed by everybody, at any time.'

### MAKE A TRIP TO DEVON FOR THE CELEBRATIONS

By the time this issue hits the shelves, many of us will have enjoyed the Devon General Centenary Bus Rally & Running Day which is being held at Newton Abbot Racecourse. Along with DR705, the event looks set to be one of the largest displays of preserved Devon General, Grey Cars and Exeter City Transport vehicles, amongst others too. If you missed this event there will be a mini running day in Torquay involving a small number of buses on short routes around the town on Sunday 8 September. Then to finish the celebrations on Sunday 6 October there will be an open day at Stagecoach's Matford (Exeter) depot. As well as a rare opportunity to see behind-the-scenes at their modern, working bus maintenance facility, there will also be the chance to ride on preserved DG vehicles to & from the Sowton Park & Ride car park.

If you can't make it to any of those events but would like to get your Devon General fix, why not join the Devon General O & T Co Ltd Facebook group and like The Devon General Society page for news and updates about future events?



**Contrasting Regents from the 1950s, ETT alongside ROD 765. 1956 Regent V with new look front. PAUL FEATHERSTONE**



# GREY CARS

During the period of our principal recollections, Devon General's coaching arm has operated under the Grey Cars banner. Grey Cars' existence as a separate company was short, being acquired by

Devon General in 1933, although its name lived on until 1971.

In 1945 a modified version of the early Grey Cars livery remained in use until the National Bus Company imposed

its all-white corporate livery from 1 January 1969. The Grey Cars fleetname remained in use under the NBC, albeit in plain uppercase letters.

The Grey Cars name has subsequently been revived

by Millman's Coaches, but, although giving the impression that it has a history dating back to 1913, apart from the Grey Cars name, it has no direct connection with the original company.



Opposite, top: During the late 1950s and early 1960s, Devon General favoured Willowbrook, firstly utilising the Viking design on AEC Reliance chassis. Seen here on Royal Blue relief work is 1959-built TCR855 (XDV 855). The coach was withdrawn in 1966.



Opposite, bottom and right: The Viking design was updated in 1962 and renamed the Viscount. Styling reflected current car trends and did not sit as well on a coach as it did on a car. Seen here are two of the coaches in the sole 20-strong batch, all on AEC Reliance chassis. TCR964 and TCR968 (964/8 HTT) were both withdrawn in 1971.



Above and right: The wind of change was blowing through the coaching industry and by the mid-1960s, BET group operators were choosing designs favoured by the private sector rather than the previous 'quirky' and individualistic designs favoured, hence the Duple Commander-bodied AEC Reliance found its way into the Grey Cars fleet. Their tenure in Grey Cars livery was short as in 1970, BET's successors NBC put in place its West of England local coach livery which comprised a white-base upon which a coloured band was used to represent the operator, in Grey Cars case a somewhat insipid pale grey. Contrasting the two styles are 1967-built No 35 (HOD 35E) and No 33 (HOD 33E).





# A 'TOP' RESTORATION!

*Having spending over 30 years as an open-topper, former Sheffield Transport Leyland Atlantean No 287 (SWB 287L) has been restored to its original closed-top condition. SIMON GILL explains what was entailed.*

Buses converted to open-top have generally outlived their closed-top counterparts and most that have entered preservation have remained open-top. Finding a suitable donor vehicle to restore a roof is often challenging but Steve Barker achieved this on his former Sheffield Transport Department (STD) No 287 (SWB 287L), a 1973 Leyland Atlantean AN68/1R with Alexander body. Before exploring what was involved let us look at STD's association with the Atlantean.

## EARLY ATLANTEANS

STD was an early user of the Leyland Atlantean, initially taking delivery of 25 for the Wadsley Bridge–City–Woodseats tram replacement service in October/November 1959. These PDR1/1 models for the Corporation-owned 'A' fleet, Nos 363-8 (663-68 WJ) and 881-99 (881-99 WJ) were fitted with Metro-Cammell 78-seat bodies. The first six were ordered for evaluation against six AEC

Bridgemasters, the other 19 replacing an order for Leyland Titan PD3s.

A further 59 followed between 1960 and 1963 with 47 for the 'A' fleet, 3 for the British Railways-owned 'C' fleet and 9 for the 'B' fleet jointly owned by the Corporation and British Railways. These were bodied by Metro-Cammell and Roe together with a solitary Alexander example. Reliability was unproven so STD continued to purchase front-engined buses such as the AEC Regent V favoured by its then new General Manager, Chaceley Humpidge.

## DUAL-SOURCING

Sourcing buses from more than one manufacturer was important to STD and, with AEC showing no sign of developing a rear-engined model, three Daimler Fleetlines were acquired in 1962. These proved successful so a further 55, bodied by Park Royal with so-called 'Sheffield-style' bodies to an improved design, arrived in 1964/65. Faced with this competition, Leyland developed the

PDR1/2 model with drop-centre rear axle and thus 99 were acquired between 1964 and 1966: 87 for the 'A' fleet and 12 for the 'B' fleet. These were bodied by Park Royal and Neepsend, but were not entirely successful.

A further 16 PDR1/1s for the 'B' fleet were acquired in 1968 before a switch to the longer 33ft PDR2/1 model. The years between 1968 and 1970 saw 130 dual-door examples join the 'A' fleet and 33 the 'B' fleet, all bodied by Park Royal and featuring front and rear peaked roof domes.

Dissatisfaction with Atlanteans saw Daimler Fleetlines return to the fleet in 1971 when 48 were delivered with Park Royal bodies: 30 with 33ft-long 79-seat dual door bodies similar to the long Atlanteans and 18 with 30ft-long 76-seat single-door bodies marking a return to this layout. Another 20 Fleetlines arrived in 1972, this time with Alexander 74-seat single-door bodies and rounded roof domes, reintroducing this manufacturer after a gap of 12 years.

Opposite page: **Former Sheffield 287 (SWB 287L) looks resplendent back in Sheffield livery. Despite having two-line destination indicators they were not always used.** SIMON GILL

This page, top left: **Sheffield 287 when new on 17 March 1973 at Pond Street parking area whilst undertaking a football duty.** PETER CORDWELL

Top right: **Freshly converted to open-top and repainted in the new South Yorkshire's Transport livery, No 287 was used for at SYT Coachline photoshoot at Eckington Hall on 3 July 1986, hence the SYT registration plate.** MIKE GREENWOOD

Centre: **After repainting in Mainline livery, No 287 is seen visiting Saint-Quentin, France in 1993.** SIMON GILL COLLECTION

Below left: **The roof is gradually moved across from 1707 to 287.** STEVE BARKER

Below right: **With volunteers now on both buses the roof is almost on 287.** STEVE BARKER



## CHANGED ORDER

After four years of development and trials, the Atlantean AN68 was announced in February 1972. The Leyland O.680 engine was standard as were modifications to various mechanical units improved reliability and eased servicing. A fluid coupling was incorporated between the engine and pneumo-cyclic semi-automatic gearbox to address a weakness on the PDR model.

Sheffield operated two small batches of Alexander Y-type bodied Leyland Leopards on its motorway express and long-distance services and ordered a further ten, to be Nos 65-74, for delivery in 1972. With increasing acceptance of driver-only operated single-door double-deckers, these were no longer required so Leyland agreed to change the order to eight Atlantean AN68s.

Alexander retained the bodywork contract on what became Nos 285-92 (SWB 285-92L), fitting AL-type aluminium-alloy framed 74-seat bodies featuring peaked roof domes front and rear and a two-piece flat driver's windscreen matching the profile of the upper-saloon screens.

At that time new bus chassis were in short supply, so a cancelled order for a further 28 Atlantean AN68s with a reasonably quick delivery was accepted in May 1972 — 14 to have similar Alexander bodies (Nos 293-306) and 14 East Lancs bodies (Nos 307-20).

The chassis for Nos 285/86 left Leyland for Falkirk at the end of September 1972 but due to a strike at Leyland the other six, Nos 287-92, were delayed until 30 October 1972.

## SWB 287L

No 287 (SWB 287L) was one of the first to be delivered (with Nos 285/6) on Saturday 3 March 1973 and entered service the following day on service 75 to Sheffield Lane Top and allocated to East Bank garage. Official records show its chassis (No 7204459) cost £5,490.85 and the body (No AL13/2270/3) £6,240.55, a total £11,731.40. All 22 Alexander-bodied AN68s were in service by 2 April 1973, transferring to South Yorkshire PTE with the rest of the fleet on 1 April 1974.

In November 1974, No 287 was one of the first buses in the fleet to be fitted with a VHF radio to enable drivers to communicate with 'control' about delays, diversions and emergencies. Towards the end of 1974 the whole batch had their roofs strengthened to prevent leaks on the top deck; the work being carried out by two



Alexander employees at Central Works.

A transfer to Leadmill garage on 25 January 1979 preceded a repaint into SYPTE's livery of cream and dark tan the following May. All Alexander-bodied AN68s had to be stripped back to bare metal before repainting as the old paint was peeling badly.

On 30 June 1980 No 287 was transferred back to East Bank as a consequence of numerous transfers associated with single-door bus trials in Doncaster where the driver-only fleet was predominately dual-door. The trial was successful and No 287 returned to Leadmill after three months where it remained until withdrawal on 23 June 1985.

### OPEN-TOP CONVERSION

No 287 was converted to open-top by engineering apprentices at Meadowhall Works and out-shopped in the new South Yorkshire Transport (SYT) livery of cameo with chestnut brown skirt, strawberry red lower panels and two thin bands above the lower-deck windows in these two colours. It was named 'Catherine Howard' and transferred to Rotherham garage where it entered service on 13 July 1986 on various summer services and promotional duties.

In May 1991, it was transferred to Sheffield's Greenland garage for use on Don Valley Tour service 701 until 9 August 1991 when Sheffield Development Corporation withdrew its sponsorship.

During 1992 No 287 received a new 'Mainline' livery of mainly yellow with red skirt and upper-deck window surrounds and thin silver and blue stripes above the red skirt and above the lower saloon windows. When Leadmill and Herries garages closed on 4 September 1994, No 287 was transferred back to Rotherham where it was decorated with flashing coloured lights, including a multi-coloured 'Mainline' logo, for use on various Christmas services throughout the area.

On 3 March 1996 No 287 was back at Greenland. Following a successful advertising campaign promoting its private hire, a potential sale was shelved so it became the last Atlantean in the fleet when the final two closed-top examples were withdrawn in September 1996.

In July 1998 Mainline was acquired by FirstBus and by November it was delicensed and moved to Rotherham, being sold to First York in April 2000.

### YORK AND BEYOND

After repainting by First Mainline Engineering, Rotherham, into York City Heritage Tour livery of dark blue lower-panels and light blue from below the lower-saloon windows to below the upper-deck windows, with dark blue above and numerous 'clouds', it was re-numbered 6468 and entered service on the City Tour from Easter 2000.

SWB 287L was based at the former York Pullman depot at Elvington until it closed on 31 January 2002, the open-top buses were then transferred to James Street, York, although this was short-lived as the operation was sold to Guide Friday on 1 April 2002.

Less than two months later on 31 May 2002, Guide Friday sold its operations to Ensign Bus, the parent company of City Sightseeing, although Guide Friday continued as a separate division. This saw SWB 287L moved to Bournemouth before withdrawal in October 2002.

In July 2004, the bus was sold to Sussex Waste and Recycling of Lancing, which traded as RABBIT, for use as a promotional vehicle.

### PRESERVATION

The South Yorkshire Transport Trust (SYTT) had been in touch with RABBIT for a few years, supplying spare parts to keep No 287 on the road. Towards the end of its life the owners fitted a replacement Leyland engine before SYTT member Steve Barker acquired it for preservation in March 2014. It was driven back to Sheffield without incident.

The bus was rallied during the first year before a comprehensive restoration began. Outwardly, the bus looked to be in good condition but outside storage had damaged the structure through water ingress. Steve discovered all the rivets had been blown and the horizontal surfaces were a problem.

Steve started by removing all the exterior panels before repairing the framework and fitting new stress panels which look like new. At sometime in its life the bus had suffered damage to the front nearside corner which needed straightening and repair before full re-panelling could be completed.

The staircase treads had to be replaced, together with the cab floor and that between the front and stairs. The cab has also been fully refurbished. Original style

rear-view mirrors were also sourced to bring 287 back to 'as new' condition.

Mechanically, the bus was in reasonable condition — the main difficulty being it needed two hands to change gear so the gearbox was completely rebuilt.

### ROOF RESTORED

The biggest challenge was to restore the roof. A donor vehicle, former SYPTE 1707 (CWG 707V), a Leyland Atlantean AN68A/1R with an Alexander body dating from February 1980, was acquired and parked immediately next to 287. After loosening the roof from 1707 Steve required help from a dozen people to lift the roof off and carefully move it onto 287. All went well and the roof was successfully transferred; the next job being to secure it down.

Everything was going fine until the time came to fit the glass. Guess what? The profile of the upper-deck window rubber was slightly different from the lower deck so new rubber had to be ordered and manufactured which delayed 287's completion until this year.

### THE FUTURE

Apart from help with moving the roof, fitting lower-deck windows and repainting in original STD livery (expertly done by Darren Sentence), Steve has done all the work himself — all self-taught which is a lesson to us all as to what can be achieved! He freely admits there is more to do on the lower-deck which retains its 'in service' look beyond the stairs. There are no seats on the top-deck as these will be fitted once Steve has made progress with his other restoration projects. In the meantime No 287 is fully roadworthy and we can enjoy seeing it on the road.

As well as 287, Steve has already completed the restoration of SYPTE 22 (KWA 22W), a 1980 Leyland National 2 and 1696 (CWG 696V), a 1979 Leyland Atlantean AN68A/1R with Alexander dual-door body. He is currently working on STD 257 (NWA 257K), a 1972 Daimler Fleetline/Alexander and SYPTE 1515 (OKW 515R), a 1977 Leyland Fleetline with unique DMS-style MCW dual door body. If 287 is anything to go by these will be stunning when they are completed. We hope to bring more news of these restorations to you in due course.

Our thanks to Steve Barker for his help with this feature.



Above: **Offside** where the bright red wheels were a feature of the Sheffield fleet when No 287 was new. SIMON GILL

Right: **The refurbished cab.** SIMON GILL

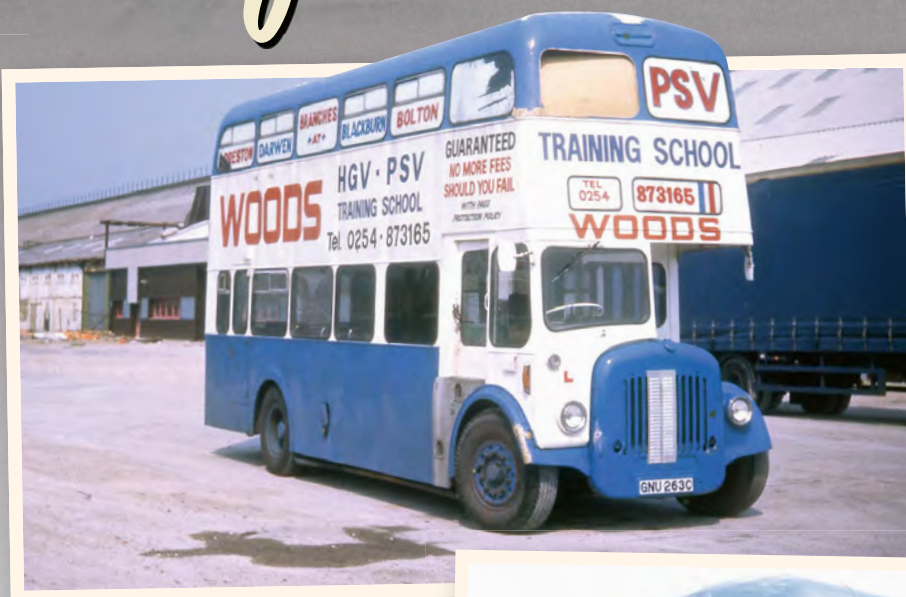
Far right: **Lower-deck aft of the stairs** retains an 'in service' feel. SIMON GILL

Below: **Nearside rear view of No 287.** SIMON GILL





# Half-cab assortment



Roles for non-PSVs continue to diminish, and they are getting harder to track down. These views, captured in the 1970s and 1980s, were a little easier to find.

Above: A line-up of Tayside trainers at its depot sees from the left freshly repainted in Tayside livery ETS 976, an ex-Dundee Metro-Cammell Daimler CVG6, one of 24 buses new in 1955, keeping company with former Lothian/Edinburgh Leyland PD2/20/MCCW OFS 761. The scene is completed by a further pair of Dundee/Tayside 1958 Metro-Cammell-bodied Daimler CVG6s, HTS 279/80.

Above: Once No 263 (GNU 263C) in the Chesterfield fleet, this 1965 Weymann-bodied Daimler CCG6 first spent time with Lockwoods Foods before migrating to Woods Training in Lancashire. It is seen here on 1 May 1989 in Lancaster.

Right: New in 1949 with Park Royal body, RT852 (KGX 323) was withdrawn and sold in 1971 to Scammell lorries. In August 1987 it was bought for preservation then sold in 1989 to London Bus Export Co, Chepstow. This rally view, when with Scammell, was captured in September 1984.





Left: **Sundeckers/Sun trekkers'** former Coventry 1957 MCCW-bodied Daimler CVG6 SKV 213 may look far from intact but a well-attached 'S' (Sandy Lane Garage) plate survives!



Right: **Former Cardiff 1957 East Lancs-bodied Daimler CSG6 SKC 357** is seen in use by Gerry Cottle's Circus at Leckworth Common in April 1976.



Above: **Few of us ventured as far north as Barrow in the 1970s**, but had we made the journey, we would have been rewarded by the sight of the local operator's 1958 Park Royal-bodied Leyland PD2/40 No 161 (CEO 948). This view is dated September 1975.

Right: **Former Pontypridd/Taff-Ely AEC Regent Vs** travelled far and wide when no longer needed in their home town. 1965 Weymann-bodied No 91 (ETG 373C), seen here outside Doncaster Railway Station in October 1993 was working for Roeville Tours of Stainforth which had been using it on a schools contract as well as as a driver training vehicle under the name 'Top Deck Training'.



AFTER THEY WERE FAMOUS

Before the PTEs. NIGEL APPLEFORD examines models from the Walsall, West Bromwich, Wolverhampton and Coventry fleets.

## FLEETLIST

### OXFORD DIECAST 1:148 2mm Scale

NUT005 Wolverhampton Guy Arab II/Weymann 377 (DUK 277) Jul 2016

### CORGI 1:50 6mm Scale

97061 Bedford OB/Duple Vista 293 (EKV 293) 1991 10,000 Buses of Coventry Set  
AEC Regent III/MCCW 125 (JKV 125)

### 1:64 Scale

97204 Coventry Guy Arab II/Brush 288 (EKV 288) 1993 5,598  
97209 Walsall Guy Arab II/Park Royal 223 (JDH 35) 1993 480  
97312 Wolverhampton Guy Arab II/Weymann 377 (DUK 377) 1993 6,000  
97820 West Bromwich Daimler CWA6/Duple 113 (BEA 713) 1993 8,500

### MATCHBOX 'Models of Yesteryear' 1:76 4mm Scale

Y5-C Coventry Leyland TDI\* Feb 1983

### BRITBUS 1:76 4mm Scale

GL04 Walsall Guy Arab III/Park Royal 42 (MDH 309) Jul 2006 816  
GL05 Wolverhampton Guy Arab III/Park Royal 550 (FJW 550) Sep 2006 600  
GL05X Wolverhampton Guy Arab III/Park Royal 558N (FJW 558) Sep 2006 216 WMPTE legal lettering

### OXFORD DIECAST 1:76 4mm Scale

RT025 Coventry AEC 'RT'/MCCW 99 (GKV 99)  
RM097 Coventry AEC Routemaster  
RM105 Coventry AEC Routemaster CTM 001 2,000 Coventry Transport Museum ads

### EXCLUSIVE FIRST EDITIONS (EFE) 1:76 4mm SCALE

101008 Coventry AEC 'RT'/MCCW 99\* Sep 1989 1,680 Code 2  
11111 Walsall Leyland 7RT/Park Royal RTL205 (OLD 601) Jun 1998  
19804 Coventry Daimler CVG6/MCCW 211 (SKV 211) Sep 1995  
19804SB Coventry Daimler CVG6/MCCW 211 (SKV 211) Sep 1995 2,500 EFE Showbus 1995  
19808 West Bromwich Daimler CVG6/MCCW 183 (KEA 183) Jul 1998  
19808A West Bromwich Daimler CVG6/MCCW 206 (SEA 206) Sep 1998 Code 2 Classic Bus magazine  
26201 Coventry Guy Arab/ Park Royal 313 (EKV 713) Jul 1999  
26206 Wolverhampton Guy Arab/ DJW 561 361 (DJW 561) Jun 2008  
26323 Walsall Guy Arab II/Strachan 65 (JDH 195) Dec 2009  
30505 West Bromwich Guy Special/ECW 252 (MXX 340) Feb 2006  
34108 Coventry AEC 'RT'/MCCW 99 (GKV 99)\* Jun 2012

### CORGI ORIGINAL OMNIBUS COMPANY 1:76 4mm Scale

40103 Walsall Sunbeam W4/Weymann 306 (BDY 812) Jan 1997 3,600 Ex-Hastings  
OM40102A Wolverhampton Sunbeam W4/Roe 455 (EJW 455)\* Sep 2010 500 Dest: Fighting Cocks  
OM40102B Wolverhampton Sunbeam W4/Roe 455 (EJW 455)\* Sep 2010 500 Dest: Dudley  
40904 Walsall Leyland PD2/20/MCCW 823 (TDH 770) Dec 1999 2,300  
OM41406/1 Wolverhampton Guy Arab IV/Roe 572 (KJW 572) Nov 2006 Combined Run. Dest: Bridgnorth  
OM41406/2 Wolverhampton Guy Arab IV/Roe 572 (KJW 572) Nov 2006 2,260 Dest: Wolverhampton  
43911 Coventry Daimler/Duple 375 (FDU 375)† Dec 2003 2,300

\* Registration number not carried; † Erroneously numbered in the Weymann/Park Royal series

Below: **This Matchbox (Lesney) model from its 'Models of Yesteryear' series of a Leyland TDI in City of Coventry livery was released in 1983, way before EFE and OOC came onto the scene. Although a basic model (no glazing etc), it was fairly accurate for 4mm scale and many were detailed by their purchasers and made into very nice models.**

Below right: **Most municipal operators received utility single or double-deckers in the early 1940s. Walsall received Guy Arab II double-deckers, this EFE model of No 65 (JDH 195) being released in December 2009.**



In this instance we will look at models of Walsall, West Bromwich, Wolverhampton and Coventry prior to the West Midlands PTE's formation.

The Transport Act 1968 required the introduction of Passenger Transport Authorities and Executives to be set up in the main conurbations in England, West Midlands PTE beginning on 1 April 1969, the actual takeover being completed on 1 October of that year, combining the fleets of Birmingham, Walsall, West Bromwich and Wolverhampton to form West Midlands PTE. The Coventry fleet would join the PTE when local Government was reorganised in 1974.

Walsall had a very eclectic fleet of both trolley- and motorbuses. The corporation purchased a tramway in 1904, trolleybuses being introduced from 1931 with extensions being implemented as late as 1962. Walsall's first motorbuses were Tilling-Stevens petrol-electric double-deckers purchased in 1915, although Dennis became the main supplier until 1941. The wartime Guys were highly regarded and continued to be purchased after World War 2, although Leylands, AEC and Daimlers followed. Walsall also operated a large trolleybus fleet which lasted until October 1970, giving West Midlands PTE the distinction of being the only PTE to operate trolleybuses, albeit for only a year. Rear-engined buses were Daimler Fleetlines, many to the design of the then General Manager, the renowned Mr Edgley Cox.

West Bromwich purchased the trams operated inside the borough owned by a BET subsidiary together with routes to Oldbury and West Smethwick in 1902; these were leased to other operators. Powers to operate trolley- and motorbuses were obtained in 1913 although West

This page, top to bottom:

**Coventry** also received double- (and single-deck) utility buses following serious bombing in 1940, and both OOC and EFE have released models of these. The OOC model on the left is a Daimler and the EFE one on the right a Guy Arab, the bodies being generic, and the OOC model having a much darker livery. The models were released in December 2003 and July 1999 respectively.



EFE also released a model of a Wolverhampton Guy Arab in June 2008, No 361 (DJW 561). Alongside is the only 2mm scale model in this feature, an Oxford Diecast model of Wolverhampton Guy Arab II 377 (DUK 277). The yellow on the EFE model appears a little anaemic. The Oxford Diecast model was released during July 2016.



In 6mm scale (1:50) there have been four releases of the utility double-decker from Corgi. Again these are generic bodies and left to right are models of West Bromwich Daimler CWA6 113 (BEA 713), Coventry Guy Arab II 288 (EKV 288) and Wolverhampton Guy Arab 377 (DJW 377). There was also a model of Walsall Guy Arab II 223 (JDH 35) in two-tone-blue livery — all were released during 1993.



Coventry purchased a single AEC 'RT' with Metro-Cammell body, 99 (CKV 99). EFE has released two models of this bus; the first being a Code 2 commissioned by the Bailey family in September 1989 and was a certificated batch of 1,680 models while later (in June 2012) EFE released a 'standard' model on its updated RT/RTL casting. Although neither model is perfect, one can appreciate the advances in diecast models over the 23 years between 1989 and 2012. The colour on the later release is also much richer.





Walsall, under Mr Edgley Cox, purchased five RTL buses from London Transport in 1959. Three survived to be taken into PTE stock — Nos 201/3/4 (KYY 543, OLD 596/601) — and gained L-suffixes under the initial PTE renumbering scheme. EFE released a model of 205 with registration OLD 601, which according to the fleet list was carried by 204. The radiator tops were painted by Walsall and the model is correct in that respect. The model was released in June 1998.



Walsall also contributed the only trolleybus system to be operated by a PTE, although this was short-lived, the trolleys being withdrawn in October 1970. Many of the later trolleybus systems purchased good secondhand vehicles from systems closing including Walsall which acquired this Weymann-bodied Sunbeam W4 from Hastings in 1959. The model, by OOC, is showing its age through being released back in January 1997.



West Bromwich purchased a pair of Guy GS buses from London Transport in 1961. They were numbered 233/52 (MXX 341, MXX 340). Both joined the PTE and became 233H and 252H respectively. They were withdrawn in 1972 (233H) and 1973 (252H). This EFE model of 252 (MXX 340) in West Bromwich's very attractive livery was released in February 2006.



West Bromwich ran a number of Daimler CVG6 double-deckers with Metro-Cammell Orion bodywork. EFE has released two models in West Bromwich livery — No 183 (KEA 183) in July 1998 as a standard release and No 206 (SEA 206) as a Code 2 model for *Classic Bus* in September 1998. This picture is of the standard release.



Coventry also favoured the Daimler CVG6/MCCW Orion, and there have been two releases from EFE, both of 211 (SKV 211) — a standard release with Atkinson Ales adverts and a 'special' for EFE Showbus 1995. Both were released in September 1995.



**Wolverhampton was a keen user of Guy Arabs, built in the town. A model of 1953 Arab IV delivery 572 (KJW 572) with Roe body was released by OOC in November 2006 with dual-destinations of Wolverhampton and Bridgnorth.**



**Walsall also operated a Leyland PD2 with semi-automatic gearbox and lightweight MCW Orion body — No 823 (TDH 770) — as an experimental vehicle, it survived to join the PTE as 823L and was withdrawn in 1973.**

Bromwich did not operate trolleybuses, it started bus operations in 1914. The trams were replaced in 1939. The first diesel bus arrived in 1934, supplied by Daimler which became its preferred supplier until the PTE takeover in 1969.

Wolverhampton commenced tramway operation in 1900, unusually using the Lorain surface-contact system rather than overhead wiring; the system lasting until 1921. Trolleybuses were introduced in 1923 with Wolverhampton eventually becoming the largest such system in the West Midlands before giving way to motorbuses by 1967. Daimler and Guy products were preferred in Wolverhampton — the Guy factory was located there.

Coventry commenced municipal transport operation in January 1912 when the Corporation purchased the Coventry Electric Tramways Co. This was followed by obtaining powers for motorbus

operation. The tramway network remained in operation until November 1940 when the city suffered devastating air raids. The system was abandoned with motorbuses sourced from many places to maintain a service. The undertaking standardised on locally built Daimlers until 1963 when a batch of rear-engined Atlanteans were ordered. Following a furore, the Daimler Fleetline featured in all subsequent orders. The Coventry fleet was added to the PTE following changes to local government boundaries in 1974.

### THE MODELS

Models as one might expect are based around already available castings, some with a little licence. Like many municipal operators Coventry, Walsall, West Bromwich and Wolverhampton developed their own unique designs which render authentic models uneconomic for volume

diecast manufacturers to produce. There is also the limited geographical area in which these buses operated to consider and relatively few, especially the older examples, went on to serve with other operators.

Besides the ubiquitous utilities, most bought locally built Daimlers or, in the case of Wolverhampton, Guys. West Midlands PTE inherited a wide range of half-cabs and, in one case, trolleybuses. EFE has the MCW Orion double-decker and both EFE and Corgi have utilities in their ranges, but we have yet to see the likes of a Bedford OWB in any of these fleets' colours.

Many of the vehicles such as Coventry's Willowbrook-bodied Atlanteans and Walsall's less than standard Daimler Fleetlines are probably the preserve of the resin kit manufacturers — I believe a number of kits of various prototypes have already been produced or are projected.

**Corgi released a 'Buses of Coventry' set, comprising Bedford OB 293 (EKV 293) in 1:50 scale and a 1:64 Scale AEC Regent III, 125 (JKV 125) in 1991. Coventry actually had nine OWB's with utility bodies, 290-8 but no Duple Vista coaches. It also had nine AEC Regent IIIs (117-25) which, due to political pressure, were assembled at the local Maudslay factory. (Maudslay was bought out by AEC in the late 1940s), These became known as Maudslay Regents. They did not carry Routemaster-style bodies and were withdrawn by 1965.**



Salford memories, Stevenage on a postcard and some depot discussions are among NICK LARKIN's topics this month.

### DEPOT DISCUSSION

Isn't it fascinating how you can see a building that just screams out that it was once a bus depot?

None more so than this rather fine structure in

Daleside Road, Nottingham, spotted as we journeyed to Blackmore Commercials for the feature in this issue.

You can just imagine AEC Regents and Burlingham Seagull-bodied Leyland

Tigers of the Nottingham & Midland Omnibus Traction Company Ltd peeking tantalisingly from those doors and peak capped crews in greatcoats swigging tea from tin mugs and coughing on

Woodbines outside.

But it never happened. The building is put to good use by the Almor Group which fabricates and maintains furnaces. Any other suggestions of such buildings?



### WEDDING BELLS

Many thanks to *The Daily Telegraph* for letting us use this fine illustration of a recent major feature on how to get married to your preserved bus. Or something like that!



### STEVENAGE ATTRACTION

Even in today's digital age it's still a joy to receive a postcard of an exotic holiday location. Just imagine then how the original recipient of this delightful depiction of Stevenage bus station must have felt. The postcard was published by Valentine's.



STEVENAGE BUS TERMINUS

M 638



## DEPOT DISCUSSION 2

From a building that looks like a bus depot but wasn't to one that doesn't but once was. Here is a structure we never knew survived.

This is the former Midland General garage at Underwood, Notts. Closed in the 1970s when Midland General was absorbed into Trent, the building now occupies a variety of uses. The smaller structure was apparently an annexe.

Midland General, set up by Balfour Beatty, started running buses in 1922, the company being allowed to retain its blue and cream livery, and for a time its loyalty to AECs, after takeover by Tilling and subsequent nationalisation in 1948.

Langley Mill depot, which Midland General shared with sister company Notts & Derby, is still used by Trentbarton today.



## REGENT REACHES 80

It's a sobering thought that this now beautifully restored Salford AEC Regent, surely one of our most important preserved buses, is about to celebrate its 80th birthday.

BBA 560 was new in December 1939 as Salford 235, one of 16 Regents, ten of which (233-42) carried Park Royal bodywork, the rest bodied by English Electric.

This bus and sister 234 were apparently converted to driver-trainers as early as 1948 and lasted in that capacity for more than 20 years, being by far the oldest buses taken over by SELNEC PTE in 1969.

Unsurprisingly the Regents became local legends and generations of Salfordians looked at the destination blind and wondered where on earth in the town 'dual-control' was!

Sadly 234 went for scrap in 1970 but 235 was sold for preservation in 1971, and is today part of the Manchester Museum of Transport Collection.

An archive rummage found two photos taken by Peter Caunt of the bus at Frederick Road depot. The Regent is also seen in SELNEC days, and in its magnificent restored condition today. Happy Birthday Regent!



## BEDFORD VAL BACK ON TRACK

Spotted on its first outing following a return to the road, this Bedford VAL70 was definitely a star at the recent Busfest event despite the rather, er, painful description highlighted in the vehicle's history.

The VAL was new to Essex Coachways, London E15, in April 1969 with Plaxton Panorama Elite coachwork.

New owners Debs and Dave Watson aim to renovate the vehicle.



### Please be kind!

I have just turned 50 years old. I've been bruised, kicked by a horse and had my backside cut off. But I'm still going! I know I look a bit rough round the edges - my last owner looked after me well, but due to advancing age and ill health he couldn't lavish the care an old vehicle like me needs - but my new owners are slowly bringing me into the 21<sup>st</sup> century. I'm mechanically sound and once I've had my cosmetic surgery I'll look as good as I drive. I'm looking forward to the future and the adventures to come.



## IRISH STAMP

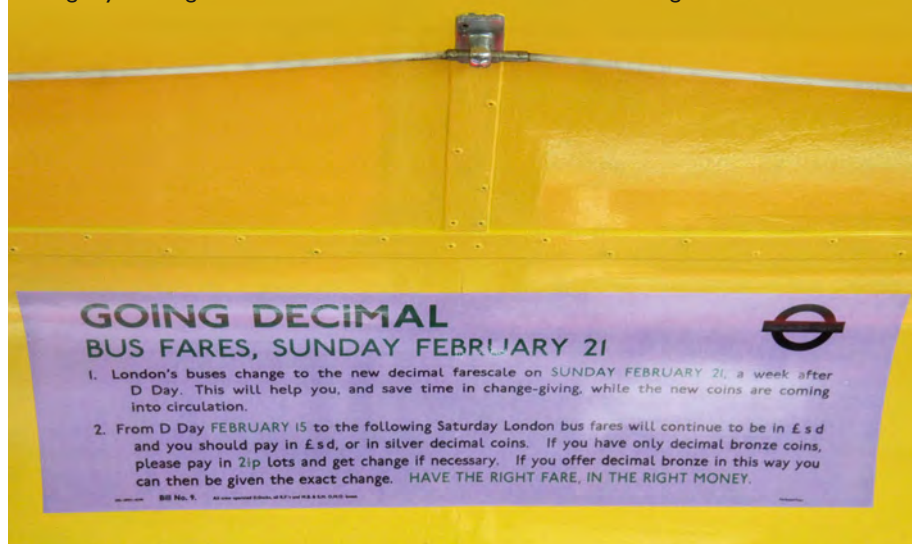
Stamp of the month is this 1993 Irish Republic issue featuring a CIE Leyland Titan. The four stamp set also included a GNR Gardner, a horse bus and a charabanc.

Córas Iompair Éireann (CIE) bought more than 500 OPD2 Titans, as well as a batch of 100 PD2/3 with Bolton-style Leyland bodies and a further 50 all-Leyland PD2/1s and PD2/3s.



## D-DAY NOT FOR LT

This original advert spotted in a Routemaster is a fascinating piece of history. Rather than change over to decimal currency on 15 December 1971, London Transport transacted in the 'old' money for another week, the only organisation we know so doing. Cynics might have said this was another case of buses being late!



# Celebrating the heritage of Nottingham City Transport at a special **FREE** Open Day on **Saturday 31st August 2019**

Bus rides, Fundraising Stalls, Tombola, Recruitment & refreshments

**Nottingham Heritage Vehicles Charity. The Heritage Bus Depot.  
Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm**



Celebrate NCT's heritage by joining us in a day of pure nostalgia. Many of our Nottingham Vehicles will be giving free runs around the locality. Others can be viewed, either undergoing restoration or in our store area awaiting their turn.

Delve into one of the UK's largest photography collections - available to purchase, helping to support the charity in its fundraising activities. With so much going on there is something for all. Perhaps sample a vintage bus ride to one of the local pubs for Sunday lunch before returning to browse our fundraising shop and project displays.

Come along and see what we are all about, learn about our aims, our projects and maybe even join the team as a volunteer or supporter

Want to know more ? ... Come along and enjoy the day.



# BUSMART

BUY, SELL AND EXCHANGE YOUR BUS-RELATED ITEMS HERE!  
DON'T FORGET PRIVATE ADVERTISERS GO FREE!

## INDEX

Buses and coaches for sale	II
Bus and coach parts for sale	II
Bus and coach parts wanted	II
Restoration services	IV
Books, magazines and DVDs for sale	IV
Photographs for sale	V
Photographs wanted	V
Models wanted	V
Miscellaneous artefacts for sale	V
Societies	V
Events	V
Museums	IX

### Other Categories (not listed this month)

Accommodation  
Announcements  
Assistance available  
Assistance/information wanted  
Books, magazines and DVDs wanted  
Buses and coaches for hire  
Buses and coaches wanted  
Business for sale  
Groups  
Heritage bus services/tours  
Information wanted  
Miscellaneous artefacts wanted  
Models for sale  
Obituary  
Presbus bookshop  
Property for sale  
Reunions  
Services  
Shared ownership  
Situation vacant  
Sponsorship wanted  
Storage/workshop facilities  
Storage wanted

## FEATURED BUS FOR SALE



**VEHICLE:** East Kent 1959 open-top AEC Regent V.

**DETAILS:** PFN 872. Park Royal body. Chassis/engine/gearbox/ axles brakes good; starts first time. Needs complete refurbishment, no glass or floors, gutted. Located Ely, Cambs. Lots of pictures available. Must sell, all reasonable offers considered.

**CONTACT:** Email [kevin@strike-research.org](mailto:kevin@strike-research.org)

## ADVERTISING RATES

### PRIVATE READERS' ADVERTISING

Genuine private readers' lineage adverts are **FREE** and may include one **FREE** image.

All advertisements will appear in the next available issue.

**DON'T DELAY, CONTACT US TODAY!**

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### TRADE ADVERTISING

Trade adverts are also accepted, for which our standard rates apply.

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e-mail: [presbusps2@btinternet.com](mailto:presbusps2@btinternet.com)

BE SMART: USE **BUSMART!**

## BUSES AND COACHES FOR SALE



**Foden PVD/Massey FDM 724 Phillips of Holywell.** Available only for future preservation, this Foden has a Gardner 6LW engine and Massey 56-seat full height body. It was delivered new to Phillips of Holywell in July 1949 and is thought to have been an add-on to a Chester Corporation contract. It passed in 1969 to a nearby operator, Hollis of Queensferry, for a few more years of schools work.

It was bought by the Transport Museum Wythall in December 1980 after it had suffered some vandalism to the windows. Since then it has been stored undercover but not worked upon. Today it is one of the very few Foden PVD double-deckers to survive and, luckily, retains its running units. Open to offers, contact Dave Taylor on 07814 514961 or James Munro 07807258375.



**1985 Ex-Midland Scottish Leyland Leopard** with Alexander T-type coach bodywork, largely fully restored externally and with some work to be done internally. High-back coach seats need attention to backing fabric. Vehicle in good condition mechanically and will be brought to, and submitted for Class 5 MOT test standard prior to sale. At present dry stored in Bus Museum environment. £3,000 ono.



**Bristol single-deck bus** Mechanically complete. Gardner 5LW £2,500 contact Rush Green Motors on 01438 354174. (Trade).

## FOR TRADE ADVERTISING



Call Sandra on  
**07887 883 421**  
or send an e-mail to:  
[presbus2@btinternet.com](mailto:presbus2@btinternet.com)

**Bus & Coach**  
PRESERVATION

BE SMART: USE BUSMART!

## BUS AND COACH PARTS FOR SALE

**Plaxton body with Bristol Dome, semi-automatic.** It's gradually just rusting away. If anyone interested please ring my mobile 07811 639633.

**One window pan to fit Bristol L** single-decker ECW body size 28.5in long by 41.25in high. Call Mike (Lincoln) 01522 722705 or 07776 041076.



**Green moquette** rolls available ring Mike on 01522 722705.

## RUSH GREEN MOTORS

Langley, Hitchin, Herts SG4 7PQ  
Tel: 01438 354174 Fax: 01438 353560  
[www.rushgreenmotors.com](http://www.rushgreenmotors.com)

Largest varied stock of vehicles and spare parts in the UK 1990 to pre-1940. Hundreds of vehicles, thousands of spare parts. UK and Continental vehicles including: AEC, ATKINSON, ALBION, EDFORD, B.M.C, COMMER, DODGE, FORD, LEYLAND, MAUDSLEY, SCANIA, BRISTOL, SEDDON, THORNYCROFT, VOLVO etc.

## BUS AND COACH PARTS WANTED



**10 Bus Seat Cigarette Stubbers** as illustrated or similar for the restoration of my ex-Gash Daimler Graham Mob: 07973 272659 email: [chickenmax1@ntlworld.com](mailto:chickenmax1@ntlworld.com)

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Telephone: **01723 892997**

E-mail: **cobusuk@btconnect.com**



## RESTORATION SERVICES

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We repair, refurbish and restore both modern and vintage vehicles.

Both mechanical and body work including woodwork undertaken.

Work undertaken in stages to meet individual requirements.

Traditional coachpainting.

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Call **07860 562165 / 01782 791757**  
e-mail **mark1969owen@hotmail.co.uk**  
or visit **www.centralbusrestorations.co.uk**

## BOOKS, MAGAZINES AND DVD's FOR SALE

**you'd be surprised who reads it**

If you like old buses, you'll love this gorgeous magazine, full of fascinating articles and nostalgic pictures that give you an insight into the story of how we got to where we are today.

If it's good enough for James Freeman, we reckon you'll enjoy it, too.

## Classic Bus



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Edinburgh EH15 2QJ

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Leyland PS2 Tiger open top restored by us from outwardly beautiful but rotten within, to solid where it counts...

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**SPARE PARTS SERVICE:** We have Lodekka gearbox and axles available; Dennis Lancet 5 sp. gearbox; PD gearboxes; RT engine, etc.

**WANTED:** PD differential; Leyland National windscreens; Lodekka wings.

## key SHOP

For a great selection of books, DVDs, magazines and models visit:



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**Midland Red Buses** by M.W. Greenwood, hbk plus cover, 96 unmarked pages, great b/w photos, £3.75, excellent s/h condition. 07399 359072.



**Buses At Work** (Hardback) 128 clean pages, nationwide buses, excellent s/h condition, only £2.75. D.Clark 07399 359072.

**Bus & Coach Preservation (2010–2016)**. Nearly complete. Free to collect from Beaconsfield, Bucks. Contact Nigel on 07767 430448.

**Full set of BUSES** from No 1 to date. Each read once and then put into dry heated room. Something like 770 mags and no reprints. With these are about 200 other bus mags, same mint condition. Contact Tony Robinson 07734 237630.

**Buses magazine complete set 1992-6** collect from MWTP 4 James Carter Rd Colchester CO3 9XA.

**Modern Bus/Coach Timetables Books**, Service Manuals, miscellaneous Publications and a DVD for sale. Surplus to own collection (mainly duplicates). imetables (60s, 70s, 80s and later) from mainly south west England, small quantity from elsewhere in UK (some with marking due to water damage) from 50p\* to £3\*. Books in very good condition. Service Manuals/Parts lists for Bristol L, Leyland 680, Land Rover. Miscellaneous original PSV Circle publications from 60s. DVD 'Classic Buses & Coaches'. \*All items plus postage, which can be advised on enquiry. Please email Terry Britton at tandmbritton@outlook.com for list(s) stating particular interests or text me on 07808 929889.

## PHOTOGRAPHS FOR SALE

**6 x 4 size colour @ 30p each** post free minimum order 15 prints. Fleets include Go South Coast, First Hampshire & Dorset, and Stagecoach South. Other 2019 locations include Basingstoke, Exeter, London, Manchester, Reading & Swindon. For Lists, please email: david@oborn.co.uk stating operator/bus types required. Please send list requests by post to: 25 Canford View Drive, Wimborne, Dorset BH21 2UW.

**Downsizing a large collection of black & white photos** pre-2000 Jersey, Guernsey, Scottish, Malta and London coach operators SAE for lists from Bob White 4 James Carter Rd Colchester CO3 9XA.

## PHOTOGRAPHS WANTED

**Photographs of Whites of Beer (Devon)** Bedford J2, registration unknown. Used on local services around Beer village, and up to the Peco factory. I travelled on it in May 1978, but I think it had gone by 1980. Dave at davidboxall65@gmail.com

**Views of Rawtenstall Corporation** Leyland PD2 No 8 KTE 728 on the 1970 Trans-Pennine Rally, & Rossendale Bristol LH No 50 SND 550X on the 1998 Blackpool to Southport Rally. Also sildes of ex Rossendale vehicles with subsequent operators or in scrapyards. Details please to G S Young Tel No 07963500435 or fte630b@yahoo.co.uk

**Quality slide collections purchased** (no rally shots please) for cash: best prices paid. Call Sandra: 07775828421 or E-mail: presbuses2@btinternet.com

**Unwanted prints of old coaches** from 1960s to 1990s especially Country Lion, Northampton; Cantabrica Coaches, Watford; County Travel, Leicester and Jeffs. Helmdon. John Bland Flat 60 Block 3 Memdale Court Memdale Road Wolverhampton. WV3 9LD.

## MISCELLANEOUS ARTEFACTS FOR SALE



**Midland Red shoulder badges and buttons** - £12, including post and packing. Please telephone Rob on 07980 750700 or send an e-mail to: 4070bdsmkoh@gmx.com

## MODELS WANTED

# Graham models



**Buy any unwanted model collections anywhere in the UK and will collect**

e-mail: graham31.gl@gmail.com

mobile: 07487 699905

## SOCETIES

**We meet fortnightly in winter in Lancaster**, usually with a presentation by one of our local members, although we do have guest presenters from the industry once or twice a year. We produce a monthly illustrated newsheet delivered by post or e-mail mainly devoted to past and present in the area and membership costs just £6. Contact: daveberry20@tiscali.co.uk or 01524 874786.

**We provide monthly meetings for bus and coach enthusiasts**, often having industry professionals coming to talk about their company. In addition we also organise trips to transport related events. Friendly society - new members very welcome. For further information please contact us by email to tonybarf@yahoo.co.uk

Our meetings take place at 7.30pm on 2nd Wednesday of month (except January February July & August) at the Friends Meeting House in Jesus Lane, Cambridge, our December meeting is normally the Christmas Dinner at a local restaurant. Each month (except August) we produce a journal CAMBUS which features information and colour photographs. Our membership fee is £13 per year.

## EVENTS

**EVENT ORGANISERS:** Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

### SUNDAY 4 AUGUST

**Glasgow Vintage Vehicle Trust. Family & Community Fun Day.** 11.00-16.00. Admission £5, child/OAP £3, family £12. Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

**Tinkers Park Bus Rally & Model Railway Show.** Tinkers Park, Hadlow Down, Uckfield, East Sussex TN22 4HS. 10.00-16.30. Admission £7, U16 £2. Model railway show with at least 20 layouts. Narrow gauge railway offering free rides. Traction engine/trailer rides; Free bus service to & from site. Free car parking & various transport-related stands. Organ Museum, programmes & on-site light refreshments. Details: www.southdownnational.com or www.tinkerspark.com. Vehicle & bus-related trade stands: Paul Llewellyn, 'Oakview', Luxford Lane, Crowborough TN6 2PJ.

**Stokes Bay, Gosport. Provincial Society Annual Bus Rally.** Free vintage bus rides around area, transport stalls, children's amusements, a cavalcade around Gosport & large display of static buses & coaches. Free entry. 10:00-16:30. Details/entry forms: rally@provincialsociety.org or Provincial Society Rally, 30 Harvey Crescent, Warsash, Hampshire SO31 9TA (SAE please).

FREE  
ENTRY

## Family Cwmbran Depot Open Day

Come and Celebrate 90 years of *WESTERN WELSH* by exploring behind the scenes at the last operational bus depot of the old firm and one of the largest still used by Stagecoach in South Wales.

**Saturday 8<sup>th</sup> September 2019 10 am to 4 pm**

St David's Road, Cwmbran, NP44 1PD

- An array of vehicles both past and present
- Transport related stalls
- Refreshments available
- And plenty more

### GETTING THERE:

Cwmbran Bus Station is a 5 minute walk to/from the Stagecoach Bus Depot. Regular local Stagecoach buses to and from Cwmbran Bus Station: (Newport X24) Cwmbran Railway Station is close by and car parking whilst NOT available on site of Cwmbran bus depot there are several public car parks in Cwmbran Town Centre.



In 1929 the Great Western Railway company decided to link up with the South Wales Commercial Motors bus firm to better coordinate services. The GWR had buses based across West Wales and at Abergavenny and Pontypool, whilst those of SWCM covered the Cardiff and Bridgend area. This formed WESTERN WELSH. The new company soon developed a network of routes and Western Welsh absorbed over 40 local companies; such as Western Valleys (Newbridge), Eastern Valleys (Pontnewynydd), and Greens (Haverfordwest). The Western Welsh Cwmbran bus depot opened under modernisation plans in 1963.

### THE WESTERN WELSH 90<sup>th</sup> ANNIVERSARY WEEKEND

A heritage bus Running Day will be held on the Sunday 9<sup>th</sup> September 2019 at The Bus Depot Barry organised by the Cardiff Transport Preservation Group: [www.ctpg.co.uk](http://www.ctpg.co.uk)



## TOWN & DISTRICT Transport Trust Ltd

The 2nd Great Harwood  
Iain Bonner Memorial

# Bus Rally & Running Day 2019

Refreshments

Vehicle Judging

Regular Trips

Indoor Stalls

Take a look at our ongoing  
restoration projects

Come see us for a fun day out!

**Sunday 15<sup>th</sup> September**

10am-4pm

Union Court, Great Harwood, BB6 7FD



## SUNDAY 4 AUGUST

**Oxford Bus Museum. Open Day.** Free vintage bus rides at 11.30 & 14.30. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**Devon General Centenary Bus Rally & Running Day,** Newton Abbot Racecourse. 1000-1600. Devon General, Grey Cars & Exeter City Transport vehicles plus other West Country fleets. Free entry, free parking, free rides, sales stalls, cafe on site. Free bus service from/to Newton Abbot railway station. Details: Devon General Society [www.devongeneral.org.uk](http://www.devongeneral.org.uk) or Facebook.

## SATURDAY 10 AUGUST

**Bourne, Lincs. Delaine Bus Museum Bourne, Lincs.** Delaine Bus Museum, Spalding Road, Bourne PE10 9LE. 12.00-16.00. Details: [www.delaineheritagetrust.org](http://www.delaineheritagetrust.org)

## SATURDAY/SUNDAY 10/11 AUGUST

**National Tramway Museum. World War II – Home Front Event.** Re-enactors, music & vehicles from the 1940s. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: [enquiry@tramway.co.uk](mailto:enquiry@tramway.co.uk), 01773 854321 or [www.tramway.co.uk](http://www.tramway.co.uk). No free re-entry for this event.

**The Trolleybus Museum at Sandtoft. Blues & Twos Weekend** Trolleydays Plus. Sandtoft, nr Doncaster. Details: [www.sandtoft.org.uk](http://www.sandtoft.org.uk)

## SUNDAY 11 AUGUST

**Dewsbury Bus Museum Summer Spectacular at the Mill Outlet Batley.** Admission by programme £3, accompanied children free. Advance copy available for £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services & tours. Free shuttle service from Dewsbury South Street & railway station to Ravensthorpe Museum building & the Mill Outlet. Up to 25 vehicles in service & large selection of visiting buses & trade stalls at the Mill Outlet & Museum building. Museum café, tombola & much more. Visiting vehicles welcome, large free coach park at the Mill Outlet. Free feeder services from Bradford, Castleford, Halifax, Huddersfield, Keighley, Leeds, Pontefract & Wakefield. Details: [www.dewsburybusmuseum.org](http://www.dewsburybusmuseum.org) or Facebook. Call 01924 265528 to book in a vehicle for free services.

**Shildon, County Durham. Display of vintage buses at Locomotion.** Aycliffe & District Bus Preservation Society. Stalls in the Collections Building. Free vintage bus tours from the site. Rail services between Darlington & Bishop Auckland call at Shildon station, next to Locomotion. Details: [www.aycliffebus.org.uk](http://www.aycliffebus.org.uk), [www.nrm.org.uk/PlanaVisit/VisitShildon.aspx](http://www.nrm.org.uk/PlanaVisit/VisitShildon.aspx), 01325 317 657 or [ian.wiggett@aycliffebus.org.uk](mailto:ian.wiggett@aycliffebus.org.uk)

**South Yorkshire Transport Museum. Open Day.** Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free heritage shuttle bus from Rotherham, Greasbrough Road (The Trades), hourly 10.45-14.45. Admission £5, concession £3.50, accompanied u16 free. Details: 07828 068484, [info@sytam.co.uk](mailto:info@sytam.co.uk) or [www.sytam.co.uk](http://www.sytam.co.uk)

**Hooton Park Trust Hangers Running Day.** Located off M53 Junction 6. 10.00-16.00. Selection of buses on display & giving rides around the Wirral. Stalls & light refreshments. Aiming to display as many ex-Crosville buses as possible. Details: John Nolan 0151 639 4929 or [johnnolan201@talktalk.net](mailto:johnnolan201@talktalk.net)

**Ipswich Transport Museum. Rock Around the 1950s.** 1950s-themed event focusing on vehicles of the period. Visiting cars, lorries & buses invited. Reduced admission prices for visitors in period costume! 11.00-16.00. Admission £7, child £4.50, concession £6, family £20 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, [enquiries@ipswichtransportmuseum.co.uk](mailto:enquiries@ipswichtransportmuseum.co.uk) or [www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

## SUNDAY 11 AUGUST

**17th 'WHOTT Rally' & 5th Dorchester Running Day.** West Country Historic Omnibus & Transport Trust (WHOTT). Top o' Town car park, Dorchester, Dorset DT1 1XT. 10.00-16.00. Free buses to surrounding destinations. Exhibitors are asked to pre-register: rally@busmuseum.org.uk. Details: www.buseum.org.uk

**Canvey Transport Spectacular. Waterside Farm, Canvey Island.** All kinds of road transport; visiting buses & coaches welcome. Details: info@castlepointtransportmuseum.co.uk, www.castlepointtransportmuseum.co.uk or Facebook.

## WEDNESDAY 14 AUGUST

**National Tramway Museum. Horse Tram Day.** 1874 Sheffield Horse Tram 15 in passenger service 11.00-13.00 & 14.00-16.00. Additional cost £1pp to ride on horse tram. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

## SATURDAY 17 AUGUST

**Warminster, Wilts. Imberbus.** Half-hourly service of Routemasters & several guest vehicles from Warminster railway station to the abandoned village of Imber. Most services continue to other remote destinations on Salisbury Plain. Service operated by Bath Bus Company with support of other leading bus companies. Details: www.imberbus.wordpress.com. Timetable on website at least two weeks before event. Paper timetable copy can be obtained from UK Transport Services, 4 Saxon's Acre, Warminster BA12 8HT after 1 August on receipt of a 9" x 4" SAE.

## SATURDAY/SUNDAY 17/18 AUGUST

**National Tramway Museum. Models Weekend.** Model tram & railway exhibition in Exhibition Hall (David Gould layout). 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

**Scottish Vintage Bus Museum. Open Weekend & Transport Collectors Fair.** Lathalmond, Fife KY12 0SJ. Details: 01383 623380 or www.svbm.org.uk

## SUNDAY 18 AUGUST

**East Anglia Transport Museum. 999 Day.** 11.00-17.00. Local emergency services displays, demonstrations & supporting stands. Vintage emergency vehicles running alongside modern equipment. Trams, trolleybuses & train operating. Free park & ride service. Free bus services to Lowestoft. BBQ in the park. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Details: 01502 518459, admin@eatransportmuseum.co.uk or www.eatransportmuseum.co.uk

**Key Publishing Buses 2019 Festival.** Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ. 10.00-17.00. Vehicle displays, trade stalls, free rides around the centre & local scenic routes. Ticket price includes access to Museum, parking & courtesy bus from Leamington Spa railway station. Trade Stand booking & enquiries: Julie Lawson 01780 755131 or julie.lawson@keypublishing.com. Details: www.busesfestival.com

**Oxford Bus Museum. Open Day.** Free vintage bus rides at 11.30 & 14.30. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

## FRIDAY/SATURDAY 23/24 AUGUST

**London Transport Museum. Discovery Tours at Acton Depot.** Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Tickets must be pre-booked online or via Ticket Office 020 7565 7298 (10.00-17.30 daily). U16 must be accompanied by adult. Details: 020 7565 7298 or www.ltmuseum.co.uk

## SATURDAY- BANK HOLIDAY MONDAY 24-26 AUGUST

**The Trolleybus Museum at Sandtoft. August Bank Holiday Weekend Trolleydays.** Sandtoft, nr Doncaster. For details visit: www.sandtoft.org.uk

## SUNDAY 25 AUGUST

**Colne Valley Railway Transport Day.** Castle Hedingham, Halstead, Essex CO9 3DZ. 10.30-16.30. Open to all types of vehicles. Admission £10, seniors £7.50, children £5, family (2A+2C) £27.50. Details/entry forms: info@colnevalleyrailway.co.uk

**Museum of Transport Greater Manchester. Open Day.** Boyle Street, Cheetham, Manchester M8 8UW. Free Centreshuttle 5 bus operating from Shudehill Interchange (Stand E) from 10.52. Details: www.motgm.uk or 0161 205 2122.

## SUNDAY/BANK HOLIDAY MONDAY 25/26 AUGUST

**Transport Museum Wythall. Summer Special.** 10.30-17.00 (last admission 16.30). Running as many classic buses as we can & miniature steam railway rides. Museum bus service 750 operates both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), Birmingham, 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50, Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

**National Tramway Museum. Classic Transport Gathering.** Welcoming classic vehicles built prior to 1979 (pre-booking required, see website for full details). 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

## BANK HOLIDAY MONDAY 26 AUGUST

**Ribble 100 Lytham Hall Vintage Bus Day.** Lytham Hall, Ballam Road, Lytham FY8 4TQ. 10.00-16.00. Free bus services connecting the Hall with Lytham town centre, Fairhaven Lake & St Annes Square. Bus & coach display. Free entry to Hall. Details: www.rvpt.co.uk

**Seaburn Bus Rally. Seaburn Recreation Ground.** For details visit: www.nebpt.co.uk

## SUNDAY 1 SEPTEMBER

**Ipswich Transport Museum. Ride a Fire Engine Day.** Free rides on the museum's fire engines. Selection of visiting machines. 11.00-16.00. Admission £7, child £4.50, concession £6, family £20 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

**Museum of Transport Greater Manchester. Trans Lancs Transport Show.** Heaton Park, Manchester, featuring classic & modern transport. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Free heritage bus service between Museum & Heaton Park (Middleton Rd Gates). Park admission free, standard admission charges at Museum. Details: 0161 205 2122, email@gmts.co.uk or www.motgm.uk

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There will be a four car tram service operating throughout the day.

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SUNDAY 1 SEPTEMBER

**Glasgow Vintage Vehicle Trust. Open Sunday. 11.00-16.00.**

Admission £5, child/OAP £3, family £12. Details: GVVt, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

**Weston-Super-Mare. Coaches to the Seaside.** Vehicle display at the Helicopter Museum, Weston-Super-Mare (close to the M5).

Coaches preferred, but all vehicles welcome. Free services from Museum to seafront, connecting with a running day using Ford Transits, open-toppers & other buses. Badgerline & steam vehicles with Crosville's steam bus in action. Mass coach departure from seafront (Tropicana) at 16.00. Details: Kelvin Amos ka92@blueyonder.co.uk

**Oxford Bus Museum. Fathers' Day in Australasia.** Free vintage bus rides at 11.30 & 14.30. Free entry for fathers from Down Under with paying child. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. For further details call: 01296 337622 or visit [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**Swansea Bus Museum. Classic Bike Show.** Unit 2, Viking Way, Winch Wen Industrial Estate, Winch Wen, Swansea SA1 7DA. Details: [www.swanseabusmuseum.com](http://www.swanseabusmuseum.com), secretary@sbm.wales mailto:SwanseaBM@outlook.com or 01792 732832.

**Salisbury, Wilts. CTP Autumn Road Run.** Start & finish at Salisbury Livestock Market, Netherhampton Road, Salisbury SP2 8RH. Starts 10.30. Organised by. Details/entries: Commercial Transport in Preservation Events Organiser Mary Bailey 01747 823365, m.bailey1950@btinternet.com or [www.thectp.org.uk](http://www.thectp.org.uk)

**Romney, Hythe & Dymchurch Railway. Bus Rally.** Details: [www.rhdr.org.uk](http://www.rhdr.org.uk)

**Severn Valley Railway, Bewdley, Worcs. On the Buses.** Classic Bus & Coach Day at Bewdley railway station. Display of historic & modern buses. Sales & information stands. Free bus rides around Bewdley & Stourport-on-Severn. Details: [www.svr.co.uk](http://www.svr.co.uk)

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## MUSEUMS

### TRANSPORT Museum WYTHALL

Chapel Lane, Wythall,  
Worcestershire B47 6JA  
[www.wythall.org.uk](http://www.wythall.org.uk)

Tel: 01564 826471  
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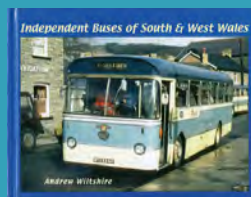
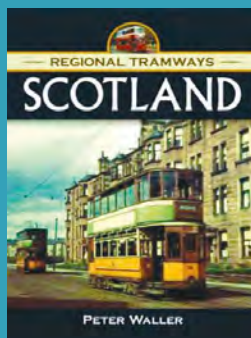
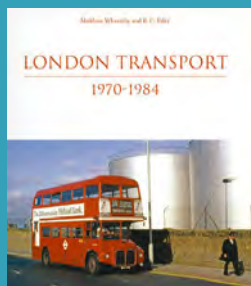
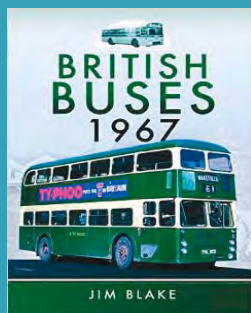
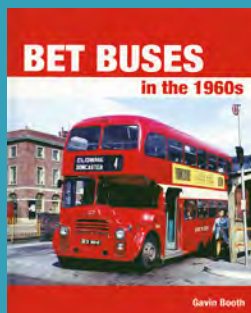
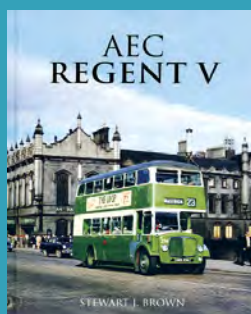
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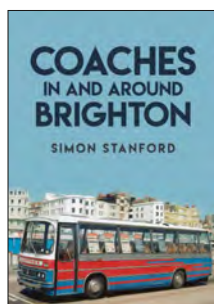
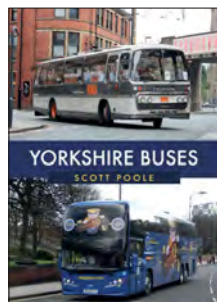
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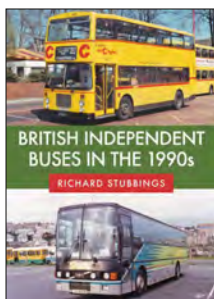
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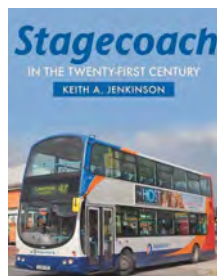
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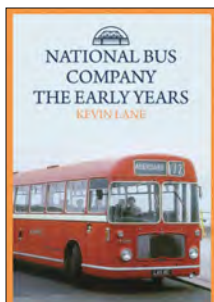
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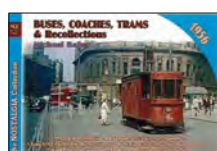
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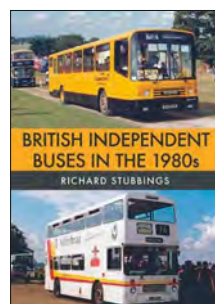
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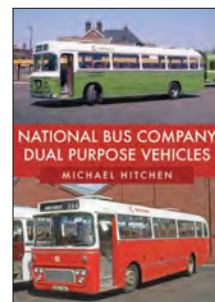
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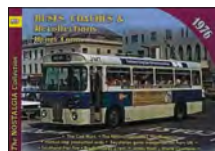
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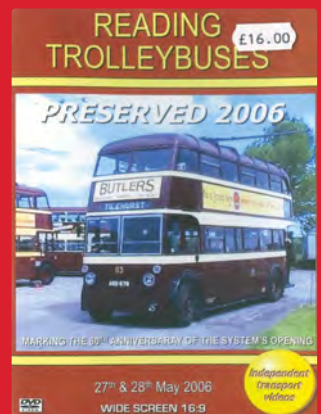
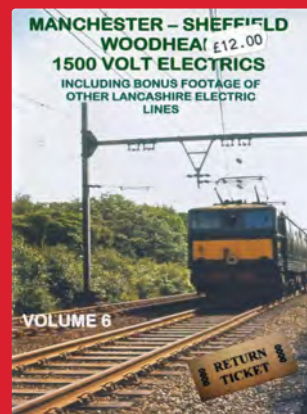
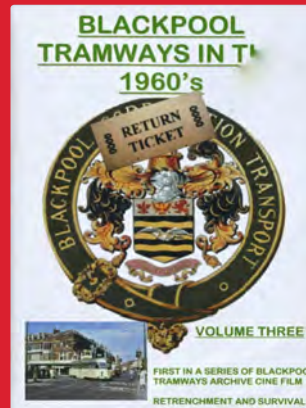
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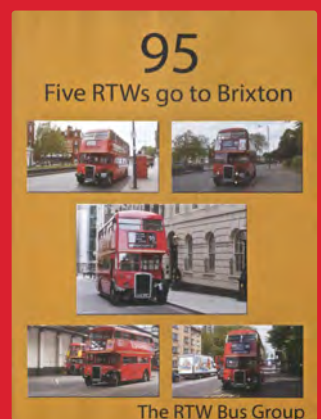
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